

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

152



To Take Effect Sunday, October 28, 1934, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

W. L. HACK,
Superintendent.

J. W. FITZGERALD,
District Superintendent.

EASTWARD

SACRAMENTO SUB-DIVISION

Time Table No. 152

October 28, 1934

Capacity of Sidings in Car Lengths	Term Yard	THIRD CLASS					FIRST CLASS					Distance from San Francisco
		490	488	486	484	482	28	606	224	318	10	
		Freight	Freight	Freight	Local Freight	Freight	San Francisco Overland Limited	Mixed	Sierra	Passenger	Pacific Limited	
	Yard P	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily		
	84 WP	9.00 PM	4.00 PM	12.30 PM	4.00 AM	3.00 AM	11.55 PM		11.00 AM	1.15 AM	106.6	
	78 WP				4.15 AM			f 11.09 AM			110.6	
	68 P				See Page 3		12.11 AM		See Page 3	1.31	115.5	
	78 W				5.50 AM	3.40	12.20	s 11.40 AM		s 1.43	120.2	
	75 P				6.15		f 12.28	s 11.52 AM		s 1.57	124.2	
	60 P				6.30		12.37	f 12.01 PM		2.07	129.1	
	125 PWOY				7.00			f 12.07		2.16	134.3	
	6 P Spur				7.15			f 12.14		2.22	137.7	
	4 P Spur				8.30	4.30	s 1.05	s 12.35		s 2.40	141.7	
	5 Spur PW				9.15	5.15	1.17	f 12.47		2.55	146.0	
	75 P				9.45 AM		1.31	f 1.02		s 3.10	152.2	
	78 WP							s			154.1	
	PTW						1.46	s 1.20		3.28	156.8	
	86 Yard IPTW						2.00	f 1.34		3.45	159.6	
	82 PW						2.13	1.47		4.00	164.8	
	PWT						2.30	f			165.5	
	67 PW						2.45	s 2.05		s 4.20	166.6	
	P						2.45	f 2.21		4.37	171.8	
	130 PTWBI						3.02	s 2.27		s 4.45	177.9	
	PT						3.16	2.39		4.58	180.3	
	72 PW							s		f	185.5	
	Yard PWTYOBK						3.36	s 2.52		s 5.15	190.4	
	P						3.47				192.0	
	99 P						4.03	f 3.25		s 5.55	196.3	
	68 PW						4.07	f 3.41		6.15	197.7	
	No Siding WP						4.15	f 3.45		6.20	200.6	
	131 P						4.33	f 3.52		6.30	202.9	
	Yard P						4.50	f 4.08		6.52	208.0	
	Yard						5.05	s 4.25		7.40 AM	216.3	
	Term. Yard OWTBK						5.17 AM	s 4.40		7.15	218.1	
							Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	
							(10.15)	(10.35)	(10.15)	(5.45)	(10.05)	
							13.38	12.95	13.38	8.73	13.60	

STATIONS

TO-R ROSEVILLE	4.0
ROCKLIN	4.9
LINCOLN AV., PENRYN	4.7
TO NEWCASTLE	4.0
AUBURN, NEVADA ST	4.9
BOWMAN	2.3
CLIPPER GAP	2.9
EAST APPLGATE	3.4
N. E. MILLS	4.0
TO OOLFAX	4.3
CAPE HORN	6.2
TO GOLD RUN	1.9
DUTCH FLAT	1.9
ALTA	0.8
TO TOWLE	2.8
AMERICAN	1.1
MIDAS	4.1
KNAPP	0.7
BLUE CANON	5.2
TO EMIGRANT GAP	6.1
CRYSTAL LAKE	2.4
OISCO	5.2
TROY	4.9
SODA SPRINGS	1.6
TO NORDEN	4.3
EDER	2.9
ANDOVER	2.3
STANFORD	5.1
TO-R TRUCKEE	8.3
BOCA	1.8
HINTON	4.3
FLORISTON	6.1
CALVADA	3.9
VERDI	10.5
RENO	2.6
SPARKS (PASS. STA.)	0.7
(TO-R SPARKS (DSP.OFF.))	

When there is parcel post to be dispatched or picked up by train 224 at Bowman, Clipper Gap and Applegate, train will stop at these stations to handle; therefore, if mail pouch is not hanging on crane, train will stop to make exchange as this will indicate that there is parcel post to pick up.

Eastward inferior trains may run ahead of Nos. 318 and 606 Reno to Sparks.

Eastward regular trains originating at Reno will not be required to obtain clearance at that station.

Time over District Average Speed per Hour

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
10	Any Station	Receive	Ogden	
28	Newcastle	Receive	Ogden	
28	Truckee	Receive	Cheyenne	
28	Any Station	Receive		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
224	Lander			
	Magra, Forebay			
	Smart			
	Yuba Pass			
	Spruce			
	Union Mills			
	Farad			
	Fleish			
	Lawton			

Eastward trains using siding at Clipper Gap must back through crossover near east end. Time as indicated by time table schedules for first class trains will apply at passenger station Emigrant Gap. Time in train orders Emigrant Gap will apply at siding.

Additional Stations:

Lander, 139.0	Tamarack, 183.7	Wickes, 221.5
Magra, 148.5	Spruce, 187.8	Farad, 224.7
Forebay, 163.0	Polaris, 211.1	Mystic, 225.5
Smart, 173.3	Union Mills, 213.5	Fleish, 229.8
Yuba Pass, 176.1	Prosper Creek, 215.0	Mogul, 235.8
	Iceland, 220.9	Lawton, 237.1

Capacity of Sidings in Car Lengths	THIRD CLASS				SECOND CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 152					
					498	502	512	514	496	510		6	18	16	292	October 28, 1934	
					Local Freight	Local Freight	Mixed	Local Freight	Manifest	Mixed		Klamath	Cascade	West Coast	Valley Express		
Term. Yard					Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Tues., and Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
IWYP							4.00 AM	3.45 AM			11.15 PM	8.55 PM					
100 P											11.21	9.01					
17																	
BKIPW							4.20 AM	4.15			s 11.32	9.10					
Yard 107											11.39	9.16					
25 P								5.00			11.46	9.22					
29 P																	
17 P																	
36 WP											11.55 PM	9.30					
40 P								6.33									
118											12.01 AM	9.36					
119 YP											f 12.08	9.42					
44 P								7.00			12.14	9.47					
30 P																	
11																	
50 P								8.05			s 12.22	9.54					
45 P								8.27			12.29	9.59					
59 WP											f 12.35	10.03					
39 P								9.00			12.42	10.09					
34											12.47	10.13					
31 P																	
64 BKWOYP						1.10 AM		10.00 AM			s 1.00	10.25					
10																	
44 P						1.30					1.09	10.32					
50											1.13	10.36					
33 P																	
Yard 41 KPW						2.10					f 1.20	10.42					
39 PY																	
11																	
26 P											1.30	10.51					
47 P						2.55					f 1.40	10.58					
44 P											1.46	11.03					
120 YP											1.54	11.09	1.38 PM	5.26 AM			
Term. Yard BKWOYP						4.00 PM	3.20				9.45 AM						
						4.10 PM	3.30 AM				9.55 AM		s 2.00 AM	s 11.15 PM	s 1.45 PM	s 5.35 AM	
					Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues., and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
					(0.10)	(2.20)	(0.20)	(6.15)	(0.10)	(0.05)	(2.45)	(2.20)	(0.07)	(0.09)			
					12.60	16.50	27.90	11.89	12.60	19.20	41.02	48.34	18.00	14.00			

STATIONS

TO-R	DAVIS	5.1
	MERRITT	2.5
	MULLEN	1.7
TO-R	WOODLAND	5.0
	S. N. R. R. Crossing	
TO	YOLO	5.9
TO	ZAMORA	2.2
	BRETONA	5.2
TO	DUNNIGAN	3.2
	HERSHEY	1.9
	HARRINGTON	5.2
TO	ARBUCKLE	4.1
	GENEVRA	0.9
	MACY	5.7
TO	WILLIAMS	4.9
	OORTENA	3.9
TO	MAXWELL	5.3
	DELANVAN	3.8
	NORMAN	2.2
	LOGANDALE	5.6
TO-R	WILLOWS	3.3
	LYMAN	3.6
	ARTOIS	3.9
	GRAPIT	1.3
	GREENWOOD	3.4
TO-R	ORLAND	1.6
	WYO	2.0
	MALTON	4.4
	KIRKWOOD	5.1
TO	CORNING	3.1
	RICHFIELD	4.7
R	TEHAMA	2.1
TO-R	GERBER	

(112.8)
 Time over District
 Average Speed per Hour

Schedule time and train orders will apply at the Junction Switch at Tehama.
 At Woodland, the Woodland-Oroville main track originates at east switch of siding, located 150 feet east of cattle guard 85-A.
 Trains to and from Knights Landing must use Woodland siding.
 No. 292 will operate as mixed daily except Monday and passenger only on Monday.

West end of Harrington siding west of crossover is the westward siding and east end east of crossover is the eastward siding; Junction switch located at crossover.
 Track 2 of the two tracks paralleling the main track at Wyo is the siding.

Additional Stations:
 Dufour, 92.1
 Ronda, 93.7
 Delphos, 126.8
 Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
18	Any Station	Receive	{ Black Butte or beyond where scheduled to stop.	
6	Any Station	Discharge		Davis
18	Woodland Williams Willows Orland Corning	Detrain		Berkeley University Avenue and West
18	Any Station	Receive	{ Dunsmuir to Eugene where No. 8 scheduled to stop.	

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS					SECOND CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 152 October 28, 1934	Distance from Tehama	FIRST CLASS				THIRD CLASS											
	500	498	494	496	28	224	16	292	10	9	27				15	21	501	497	499	495	505									
	Local Freight	Local Freight	Local Freight	Manifest	San Francisco Overland Limited	Sierra	West Coast	Valley Express	Pacific Limited	Fast Mail	San Francisco Overland Limited				West Coast	Pacific Limited	Local Freight	Freight	Local Freight	Local Freight	Freight									
Term. Yard BKWOTYPI	5.30 PM				11.15 PM	10.20 AM	10.10 AM	1.05 AM	12.35 AM		89.0	TO-R SACRAMENTO 2.9	122.7	s 4.10 AM	s 5.05 AM	s 6.20 PM	s 7.35 PM	6.45 PM												
Yard IYP	5.40				11.22	10.27	10.17	1.12	12.42	89.4	ELVAS 1.7		119.9	4.01	4.56	6.09	7.27	6.30												
Yard PW						f				89.3	SWANSTON 1.4	118.2				f														
South 92 Yard P Center 86					11.27	10.33	10.22	1.17	12.47	94.9	BENALI 7.9	116.8	3.56	4.51	5.54	7.21														
60 Yard P					11.36	f 10.44	10.32	1.27	12.56	102.8	ANTELOPE 3.8	108.9	3.48	4.43	5.45	7.13														
Term. Yard BKOPTWY	6.15 7.00			6.00 AM	s 11.46 PM	s 10.53 AM	s 10.42	s 1.37	s 1.06 AM	106.6	TO-R ROSEVILLE 6.2	105.1	3.39 AM	4.34 AM	s 5.35	7.04 PM	5.45	12.35 PM				5.00 PM								
111 P							10.51	1.47		112.8	WHITNEY 4.2	98.9			5.23															
134 PW	8.45			6.25			s 10.58	s 1.55		117.0	TO LINCOLN 4.0	94.7			s 5.15		5.15	11.55 AM				4.25								
38 P										121.0	EWING 1.1	90.7																		
106 P	9.00			6.40			11.05	2.02		122.1	BROOK 2.7	89.6			5.06		4.15	11.05				3.40								
32							11.09	f		124.8	SHERIDAN 3.3	86.9			f 5.01							3.20								
138 PW	9.30			6.50			s 11.14	s 2.12		128.1	TO WHEATLAND 6.1	83.6			s 4.55		3.40					3.05								
101 P				7.00			11.22	2.22		134.2	OSTROM 5.6	77.5			4.45		3.15	10.45												
Yard BKIOWP	10.30 PM		7.30 AM	7.15			s 11.35	s 2.32 2.55		140.8	DANTONI JCT. 1.0	71.9			s 4.35		3.00 PM	10.30			1.20 PM	2.45								
112 WP				7.25			11.41	3.01		141.8	W. P. R. R. Crossing 2.9	69.9										1.05	2.20							
43							11.46	3.06		144.7	BERG 3.0	67.0			4.15			10.10												
13										147.7	LOMO 2.1	64.0			4.11															
54 IP			8.00				s 11.53 AM	f 3.12		149.8	SUNSET 1.7	61.9										9.55	12.50	1.50						
108 P			8.25	7.45			s 12.05 PM	s 3.25		151.5	TO LIVE OAK S. N. R. R. Crossing 6.5	60.2			s 4.05							9.40	12.05 PM	1.35						
49 WP			8.40	7.55			s 12.15	s 3.33		158.0	TO GRIDLEY 3.4	53.7			s 3.55							9.30	11.39 AM	1.25						
49 P				8.05			s 12.25	s 3.43		161.4	TO BIGGS 6.0	50.3			s 3.49															
97 P			9.10	8.15			f 12.31	s 3.49		167.4	RIOHVALE 4.1	44.3			f 3.40							9.10								
96 P			9.40	8.25			s 12.40	s 4.00		171.5	NELSON 6.6	40.2			f 3.34							8.55	11.20	12.40						
Yard BKYWOP		2.25 PM	10.00 AM	8.40			s 12.55	s 4.10 4.35		178.1	TO DURHAM 6.1	33.6			s 3.24							8.40	10.30 AM	11.00 AM	12.20 PM					
29 P				8.55				1.04	4.45	184.2	S. N. R. R. Crossing 7.1	27.5			s 3.15							8.40	10.30 AM	11.00 AM	12.20 PM					
122 P		2.59		9.05				1.08	4.50	191.3	NORD 2.3	20.4			f 3.03							7.50	10.00		11.59 AM					
16								1.12		193.6	ANITA 2.4	18.1			2.59							7.50	10.00		11.59 AM					
130 WP		3.20		9.25			s 1.22	f 5.05		196.0	CANA 7.0	15.7			2.55							7.30	9.25		11.30					
15										203.0	TO VINA 1.6	8.7			s 2.46															
48 P		3.50		9.40			s 1.33	f 5.18		204.6	COPELAND 5.1	7.1											9.10							
120 PY		4.00 PM		9.45 AM			f 1.38 PM	s 5.26 AM		209.7	TO LOS MOLINOS 2.0	2.0			s 2.35							7.05 AM	9.00 AM		11.10 AM					
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	211.7	R TEHAMA	0.0			2.31 PM							Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily				
	(5.00) 10.36	(1.35) 17.37	(2.30) 17.36	(3.45) 28.03	(0.31) 34.07	(0.33) 32.00	(3.28) 35.39	(4.21) 28.21	(0.31) 34.07	(122.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily						(0.31) 34.07	(0.31) 34.07	(3.49) 32.64	(0.31) 34.07	(3.45) 13.81	(5.30) 19.11	(1.30) 18.34	(2.20) 18.60	(5.50) 18.02

No. 292 will operate as mixed daily except Monday and passenger only on Monday.
 Schedule time and train orders will apply at the Junction Switch at Tehama.
 Eastward trains, when taking siding at Marysville, will use crossover just west of west water column.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
224 16 15	Walerga Any Station Any Station	Receive Discharge	Klamath Falls	Lincoln

Additional Stations:
 Walerga, 99.4
 Clayton, 118.4
 Jester, 126.0
 Rupert Spur, 138.9
 Binney Junction Tower, 141.8

Sullivan, 146.4
 Fagan, 155.9
 Riceton, 164.1
 Faulkner, 181.9

Gimbal, 189.1
 Soto, 198.3
 Ensign, 207.1
 Bohemia, 208.0

EASTWARD

REDDING SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 152 October 28, 1934	Distance from Dunsmuir	FIRST CLASS			THIRD CLASS					
	620			18	16	6				7	17	15	637	639	641			
	Manifest			Cascade	West Coast	Klamath				Shasta	Cascade	West Coast	Manifest	Local Freight	Freight			
	Leave Daily			Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Term. Yd. WOYPBK	11.55 AM			11.25 PM	1.55 PM	2.10 AM	213.8	(TO-R GERBER 2.0	108.3	s 4.15 AM	s 1.20 PM	s 2.15 PM						
					f		215.8	PROBERTA 3.1	106.3			f	6.30 AM	10.25 AM	11.15 PM			
85 P	12.03 PM			11.33	2.07	2.19	218.9	RAWSON 4.5	103.2	4.07	1.11	2.07						
49-49 P	12.12			11.40	s 2.20	s 2.28	223.4	TO RED BLUFF 5.5	98.7	s 4.00	1.04	s 2.00	6.19	10.10	11.05			
81 P	12.22			11.47	f 2.27	2.35	228.9	BLUNT 4.7	98.2	3.51	12.56	f 1.50	6.11	10.00	10.58			
80 P	12.30			11.53 PM	f 2.34	2.41	233.6	HOOVER 6.9	88.5	3.44	12.50	f 1.43	6.01	9.40	10.49			
74 WP	12.42			12.01 AM	s 2.44	s 2.51	240.4	TO COTTONWOOD 3.8	81.7	s 3.30	12.42	s 1.29	5.53	9.25	10.40			
76 P	12.49			12.06	2.49	2.56	244.2	OULP 2.9	77.9	3.25	12.38	1.24	5.41	9.10	10.28			
70 P	12.56			12.10	s 2.55	s 3.01	247.1	TO ANDERSON 0.4	75.0	s 3.21	12.34	s 1.19	5.35	8.55	10.20			
91 P	1.12			12.17	f 3.03	f 3.10	253.5	GIRVAN 4.7	68.6	f 3.10	12.27	f 1.12	5.30	8.45	10.15			
96 WP I	1.27			12.24	s 3.13	s 3.26	258.2	TO REDDING 5.7	63.9	s 3.00	12.22	s 1.04	5.20	8.30	10.05			
83 P	1.41			12.35	f 3.24	3.37	263.9	KESWICK 3.3	58.2	2.44	12.10	f 12.49	5.13	8.20 AM	9.57			
No Siding P					s		267.2	TO MATHESON 0.8	54.9			s	4.57		9.38			
49 P	1.51			12.45	3.34	3.46	268.0	MOTION 3.0	54.1	2.34	12.01 PM	12.40						
81 P	1.59			12.52	f 3.41	3.53	271.0	CORAM 4.7	51.1	2.27	11.53 AM	f 12.33	4.44		9.19			
85 P	2.11			1.02	f 3.52	4.03	275.7	KENNET 2.6	46.4	2.17	11.43	s 12.22	4.34		9.10			
57 P	2.18			1.08	f 3.58	4.09	278.3	PITT 1.9	43.8	2.11	11.37	f 12.16	4.19		8.56			
83 YWPO	2.23			1.13	f 4.03	4.14	280.2	MORLEY 3.6	41.9	2.06	11.32	f 12.11	4.09		8.48			
45 P	2.32			1.21	f 4.11	4.22	283.8	ELMORE 3.8	38.3	1.58	11.24	f 12.03 PM	3.56		8.42			
82 P	2.42			1.30	f 4.19	4.30	287.6	POLLOCK 3.5	34.5	1.50	11.16	f 11.55 AM	3.36		8.30			
75 P	2.51			1.40	4.27	4.38	291.1	SMITHSON 5.6	31.0	1.40	11.08	11.47	3.17		8.19			
81 WP	3.12			1.58	s 4.44	4.55	296.7	TO DELTA 3.5	25.4	1.26	10.56	f 11.35	3.05		8.08			
40 P	3.23			2.07	f 4.53	5.04	300.2	LAMOINE 3.8	21.9	1.18	10.48	f 11.26	2.44		7.50			
71 P	3.33			2.16	f 5.02	5.13	304.0	GIBSON 2.0	18.1	1.09	10.39	f 11.16	2.31		7.39			
72 P	3.39			2.23	f 5.08	5.18	306.0	FISHER 3.4	16.1	1.04	10.34	f 11.11	2.16		7.27			
70 WP	3.50			2.31	f 5.16	5.27	309.4	SIMS 3.7	12.7	12.56	10.26	f 11.03	2.05		7.20			
81 P	4.01			2.40	f 5.25	5.36	313.1	CONANT 2.2	9.0	12.48	10.18	f 10.55	1.54		7.09			
56 P	4.07			2.45	f 5.31	f 5.42	315.3	TO CASTELLA 3.0	6.8	12.43	10.13	f 10.50	1.43		6.58			
86 P	4.15			2.53	f 5.38	5.49	318.3	CASTLE CRAG 2.9	3.8	12.36	10.06	f 10.42	1.35		6.50			
Term Yard PBK	4.25 PM			3.00	5.45	5.56	321.2	DUNSMUIR YARD 0.9	0.9	12.29	9.59	f 10.35	1.26		6.41			
Term Yd. WOTPBK				s 3.05 AM	s 5.50 PM	s 6.01 AM	322.1	(TO-R DUNSMUIR (Pass Sta.)	0.0	12.25 AM	9.55 AM	10.30 AM	1.15 AM		6.30 PM			
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(4.30) 24.06			(3.40) 29.53	(3.55) 27.65	(3.51) 27.69		.....Time over District.....		(3.50) 28.25	(3.25) 31.69	(3.45) 28.88	(5.15) 20.45	(2.05) 21.31	(4.45) 22.61		
								.....Average Speed per Hour.....									

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
15 & 16	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	
15 & 16	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station	
15 & 16	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station	
7	Bet. Dunsmuir & Redding	Discharge	Any Station	East of Dunsmuir	
18	Any Station	Receive	Black Butte or beyond where train scheduled to stop		
18	Red Bluff and Redding	Discharge		Berkeley University Ave. and West	
7	Castella	Receive	Richmond and West		
17	Redding	Receive	Points west of Gerber where train scheduled to stop		
18	Red Bluff	Discharge	Klamath Falls or points east		
18	Any Station	Receive	Dunsmuir to Eugene where No. 8 scheduled to stop		

Additional Stations
 Jessup Industrial Track M. P. 249.2
 Middle Creek M. P. 261.0
 Antler Spur M. P. 290.5
 Flume Spur M. P. 311.8

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	EASTWARD				FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 152 October 28, 1934	Distance from Klamath Falls	FIRST CLASS				THIRD CLASS			
	THIRD CLASS		SECOND CLASS		16	6	8	18				17	15	5	7	633	623	635	
	624	640	622	Manifest	West Coast	Klamath	Shasta	Cascade				Cascade	West Coast	Klamath	Shasta	Freight	Freight	Manifest	
	Freight	Local Freight and Logger			Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Term. Yd. PBK	8.00 PM		6.00 PM					321.2		DUNSMUIR YARD	108.0						4.05 PM	5.00 PM	11.25 PM
Term. Yd. WOTPBK	8.05		6.05		6.00 PM	6.10 AM	3.30 AM	322.1		TO-R DUNSMUIR (Pass Sta)	107.1	s 9.45 AM	s 10.20 AM	s 11.50 PM	s 12.01 AM				
P						f		325.4		SHASTA SPRINGS	103.8			f					
86 P	8.43		6.17		6.12	6.22	3.42	326.1		SMALL	103.1	9.34	10.10	11.35	11.51 PM		3.48	4.45	11.02
26 P	8.48		6.22		6.17	6.27	f 3.46	327.6		CANTARA	101.6	9.29	10.05	11.29	11.46		3.43	4.40	10.57
84 P	9.01		6.40		6.29	6.39	f 3.58	331.4		MOTT	97.8	9.17	9.53	11.14	11.34		3.30	4.15	10.42
87 P	9.11		6.47		6.34	6.44	f 4.04	333.5		AZALEA	95.7	9.12	9.48	11.08	11.29		3.23	4.05	10.27
108 WYP	9.21		7.00		s 6.45	s 6.57	s 4.14	336.7		TO MOUNT SHASTA	92.5	9.04	f 9.40	s 10.58	f 11.21		3.13	3.55	10.17
93 P	9.45		7.05		6.50	7.02	f 4.18	339.1		UPTON	90.1	8.59	9.34	f 10.46	11.16		3.07	3.20	10.11
80 YP	10.05		7.10		6.54	7.06	f 4.23	342.0 342.3		DEETZ	87.2	8.55	9.30	f 10.40	11.12		3.01	3.10	10.05
M-27 E-80 W-111 WYP	10.15 PM	4.05 AM	7.32		f 7.02	7.13	s 4.30 AM	345.0		TO-R BLACK BUTTE	84.5	8.48	f 9.23	f 10.30	11.02 PM		2.52	3.00 PM	9.56
82 P		4.30	7.52		7.15	7.26		352.2		HOTLUM	77.3	8.35	9.10	f 10.09			2.30		9.36
113 P		4.45	8.04		7.25	7.36		357.2		BOLAM	72.3	8.27	9.02	f 9.57			2.16		9.24
83 P		4.59	8.12		7.31	7.42		360.7		ANDESITE	68.8	8.22	8.57	f 9.50			2.07		9.14
83 P		5.14	8.21		7.37	7.48		364.8		COUGAR	64.7	8.17	8.52	f 9.42			1.46		8.56
Spur 202								366.6		POMEROY	62.9								
125 WYP		5.30	8.41		f 7.44	7.56		368.5		TO GRASS LAKE	61.0	8.12	8.47	f 9.35			1.31		8.41
58 P		5.43	8.52		7.52	8.06		373.1		ERIKSON	56.4	8.06	8.41	f 9.26			1.09		8.10
81 P		5.52	8.59		7.58	8.16		377.2		PENOYAR	52.3	8.00	8.36	f 9.20			12.54		7.58
No siding YP					s 8.04	f 8.23		380.6		TO LEAF	48.9	7.56	8.32	s 9.14					
91 WP		6.30	9.08		s 8.08	8.29		381.9		BRAY	47.6	7.54	8.29	f 9.08			12.39		7.38
80 P		6.45	9.15		8.13	8.38		386.0		KEGG	43.6	7.49	8.24	f 9.01			12.24		7.30
60 P		6.54	9.22		8.18	8.43		390.0		JEROME	39.5	7.44	8.19	f 8.54			12.14		7.22
96 101 WYK P		7.15	9.35		s 8.25	8.49		394.0		TO MT. HEBRON	35.5	7.39	8.14	s 8.48			12.01 PM		7.14
61 P		7.25	9.40		s 8.30	8.54		396.7		TO MACDOEL	32.8	7.36	8.11	s 8.41			11.45 AM		7.09
80 P		7.34	9.43		8.33	8.57		398.3		SOMERSET	31.2	7.34	8.09	f 8.33			11.42		7.06
61 P		7.45	9.51		8.38	9.02		402.6		MAY	26.9	7.29	8.04	f 8.23			11.34		6.59
96 P		7.59	9.59		s 8.45	f 9.09		407.1		TO DORRIS	22.4	7.24	7.59	s 8.17			11.26		6.52
61 P		8.26	10.07		8.52	9.14		411.6		OALOR	17.9	7.19	7.54	f 8.08			11.16		6.44
83 P		8.35	10.14		8.57	9.19		415.6		WORDEN	13.9	7.14	7.49	f 8.02			11.07		6.37
61-33 P		8.42	10.19		9.02	9.23		418.2		ADY	11.3	7.10	7.45	f 7.57			11.01		6.31
69 P		8.53	10.26		9.07	9.28		422.3		MIDLAND	7.2	7.05	7.40	f 7.52			10.53		6.23
82		9.05	10.33		9.12	9.33		426.2		TEXUM	3.3	7.00	7.35	f 7.46			10.45		6.15
Term. Yd. WYOTPBK		9.20 AM	10.40 PM		s 9.20 PM	s 9.40 AM		429.5		TO-R KLAMATH FALLS	0.0	6.55 AM	7.30 AM	7.40 PM			10.30 AM		6.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily

(2.15)	(5.15)	(4.40)	(3.20)	(3.30)	(1.00)	(3.00)	.....Time over District.....	(2.50)	(2.50)	(4.10)	(0.59)	(5.35)	(2.00)	(5.25)
10.44	16.09	23.14	32.13	30.60	22.60	35.70	.....Average Speed per Hour.....	38.39	38.39	25.10	22.98	19.34	11.75	19.93

Additional Stations (Graham Industrial Track M.P. 356.0 Ivan Spur M. P. 413.6

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
5 & 8 5 18	Shasta Retreat..MP 323.8 Any Station Any Station	Receive and Discharge Receive and Discharge Receive	Any Station Any Station Black Butte or beyond, where train schedule led to stop.	Any Station Any Station
6	(Grass Lake, Bray, Mt. Hebron, Macdoel	Discharge Receive	Eugene	Gerber and west

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First class trains of Cascade Line, with orders to meet or pass at Black Butte, use middle Siding, except when order states that order received by the westward train at Black Butte.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station. Water Supply—Three quarter mile east of Cantara.

EASTWARD

KIRK SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 152 October 28, 1934	Distance from Crescent Lake	FIRST CLASS			SECOND CLASS		
		626	386	16	6	18				17	15	5	621	387	647
		Manifest	G. N. Ry. Freight	West Coast	Klamath	Cascade				Cascade	West Coast	Klamath	Manifest	G. N. Ry. Freight	Freight
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. WOTYPBK		1.00AM	12.10AM	9.30PM	9.50AM	6.30AM	429.5	TO-R KLAMATH FALLS	99.1	s 6.45AM	s 7.20AM	s 7.15PM	9.00AM	2.30PM	3.45PM
63 P		1.10	12.16	9.35	9.55	6.40	431.9	CHELSEA	96.7	6.40	7.15	f 7.05	8.52	2.21	3.37
66 P		1.15	12.22	9.40	10.00	6.48	434.1	WOCUS	94.5	6.37	7.12	f 6.58	8.46	2.15	3.31
110 P		1.23	12.30	s 9.47	10.08	6.54	438.9	TO ALGOMA	89.7	6.31	7.06	s 6.51	8.37	2.05	3.22
62 P		1.30	12.39	9.52	10.13	7.01	442.6	OUXY	86.0	6.26	7.01	f 6.42	8.30	1.55	3.15
82 P		1.40	12.48	f 9.59	10.20	7.10	447.2	TO MODOC POINT	81.4	6.21	6.53	s 6.36	8.20	1.45	3.05
67 P		1.50	12.57	10.05	10.27	7.16	451.8	LOBERT	76.8	6.16	6.48	f 6.28	8.10	1.35	2.55
170 WYPK		2.00	1.06	s 10.14	f 10.36	7.23	456.7	TO OHIOQUIN	71.9	6.10	f 6.42	s 6.20	8.00	1.25	2.45
87 P		2.04	1.10	f 10.17	10.40	7.26	458.0	PINE RIDGE	70.6	6.08	6.38	f 6.13	7.53	1.17	2.29
62 P		2.12	1.17	10.22	10.45	7.31	461.1	BRAYMILL	67.5	6.04	6.34	f 6.06	7.46	1.10	2.23
85 P		2.25	1.30	10.28	10.51	7.37	465.3	OALIMUS	63.3	5.59	6.29	f 5.59	7.37	1.00	2.15
122 WYP		2.40	1.43	s 10.35	10.58	7.43	470.3	KIRK	58.3	5.53	6.23	f 5.52	7.20	12.49	2.04
102 P		2.50	1.54	10.41	11.04	7.48	474.5	FUEGO	54.1	5.48	6.18	f 5.44	7.10	12.40	1.56
102 P		2.58	2.03	10.47	11.09	7.53	478.6	CHINCHALO	50.0	5.43	6.13	f 5.39	7.01	12.31	1.48
102 WP		3.10	2.15	10.53	11.15	7.59	483.4	LENZ	45.2	5.38	6.08	f 5.32	6.50	12.22	1.37
102 P		3.19	2.25	10.59	11.21	8.04	488.2	MAZAMA	40.4	5.33	6.03	f 5.26	6.41	12.07 PM	1.24
102 P		3.27	2.35	11.05	11.27	8.09	492.6	YAMSAY	36.0	5.28	5.58	f 5.20	6.33	11.52 AM	1.15
102 P		3.36	2.45	11.12	11.33	8.16	498.0	DIAMOND LAKE	30.6	5.22	5.52	f 5.13	6.24	11.33	1.05
102 PBK		3.45	2.55 AM	f 11.20	f 11.42	8.22	503.3	TO-R CHEMULT	25.3	5.16	5.46	s 5.05	6.15	11.20 AM	12.55
102 YP		3.54		11.26	11.48	8.27	507.2	PAUNINA	21.4	5.11	5.41	f 4.57	6.09		12.49
102 P		4.10		11.37	11.59 AM	8.36	514.8	MOWIOH	13.8	5.03	5.33	f 4.47	5.56		12.35
102 P		4.18		11.46	12.06 PM	8.42	519.5	KOTAN	9.1	4.57	5.27	f 4.40	5.48		12.25
102 P		4.27		11.54 PM	12.12	8.48	524.0	UMLI	4.6	4.51	5.21	f 4.33	5.40		12.12
Term. Yd. WOYPRK		4.40 AM		s 12.05 AM	s 12.20 PM	s 8.55 AM	528.6	TO-R CRESCENT LAKE	0.0	4.45 AM	5.15 AM	4.25 PM	5.30 AM		12.01 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(99.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(3.40) 27.03	(2.45) 26.83	(2.35) 31.91	(2.30) 39.64	(2.25) 41.00		.....Time over District.....		(2.00) 49.55	(2.05) 45.64	(2.50) 34.98	(3.30) 28.26	(3.10) 23.30	(3.44) 26.59
								.....Average Speed per Hour.....							

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Telegraph Office.
The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
6	Any Station	Discharge		Davis.
6	(Algoma Modoc Point Pine Ridge Kirk)	Discharge Receive	Eugene	Gerber and west

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS			FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 152 October 28, 1934	Distance from Ashland	FIRST CLASS			THIRD CLASS		
		624 Freight				8 Shasta					7 Shasta		640 Local Freight and Logger	623 Freight	
		Leave Daily				Leave Daily		STATIONS		Arrive Daily		Arrive Daily	Arrive Daily		
M-27 E-82 W-113 WYP		10.20 PM				4.31 AM	345.0	(TO-R) BLACK BUTTE 2.0	85.3	s 11.01 PM		3.50 AM	2.40 PM		
No Siding P Spur						f	347.0 345.8	IGERNA 2.6	83.3	f		3.40			
56-109 WOYPKB		10.43				s 4.48	348.4	(TO-R) WEED 5.0	80.7	s 10.43		3.30 AM	2.10		
50 WYP		11.05				s 5.02	353.4	TO EDGEWOOD 3.7	75.7	s 10.30			1.40		
No Siding							357.1	METCALF 3.9	72.0						
71 P		11.40				s 5.20	361.0	TO GAZELLE 8.1	68.1	s 10.15				12.50 PM	
61 P		11.59 PM				s 5.32	369.1	TO GRENADA 5.4	60.0	s 10.01				11.55 AM	
66 PK		12.18 AM				s 5.48	375.5	TO MONTAGUE 5.2	53.6	s 9.50				11.20	
68 YP		12.30				f 5.57	380.7	SNOWDON 5.5	48.4	f 9.40				10.40	
55 P		12.50				s 6.09	386.2	AGER 2.2	42.9	s 9.28				10.00	
No Siding P						f	388.4	THRALL 2.1	40.7	f					
No Siding PW						f	390.5	KLAMATHON 2.6	38.6	f					
79 Yard WOYP		1.30				s 6.35	393.1	(TO) HORN BROOK 2.5	36.0	s 9.12				9.15	
No Siding P							395.6	PILOT 1.9	33.5	f					
70		1.50				f 6.49	397.5	ZULEKA 4.3	31.6	f 8.59				8.42	
51 P		2.10				s 7.02	401.8	(TO) HILT 1.0	27.3	s 8.48				8.05	
No Siding							402.8	COLE 0.8	26.3						
No Siding WP							403.6	ORCAL 2.8	25.5						
60 P		2.45				f 7.16	407.4	GREGORY 2.6	21.7	f 8.34				7.16	
69 P		2.55				7.22	410.0	WHITE POINT 2.2	19.1	8.27				6.50	
101 TP		3.15				s 7.30	412.2	SISKIYOU 1.9	16.9	s 8.20				6.35	
No Siding P							414.1	VIADUCT 1.5	15.0						
No Siding							415.6	WALL CREEK 1.3	13.5						
No Siding P							416.9	FOLIAGE 2.4	12.2						
59 WP		3.55				f 7.52	419.3	STEINMAN 2.6	9.8	f 7.59				5.50	
73 P		4.20				f 8.02	422.9	MISTLETOE 2.6	6.2	f 7.50				5.30	
No Siding P							425.5	CLAWSON 2.6	3.6						
Term. Yd. WOTPBK		4.45 AM				s 8.20 AM	429.1	(TO-R) ASHLAND 3.6	0.0	7.35 PM				5.00 AM	
		Arrive Daily				Arrive Daily		(85.3)		Leave Daily		Leave Daily	Leave Daily	Leave Daily	

(6.25) 13.29 (3.49) 22.34 Time over District..... (3.26) 24.84 (0.20) 13.80 (9.40) 8.82
 Average Speed per Hour.....

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS				
Train	At	Receive and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colestin MP 409	Receive and Discharge	Any Station	Any Station

MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 152 October 28, 1934	Distance from Klamath Falls	WESTWARD	
	THIRD CLASS	SECOND CLASS					SECOND CLASS	THIRD CLASS
	628 Northwest Special	318 Passenger					317 Passenger	625 Oregon Special
	Leave Daily	Leave Mon., Wed., Fri.					Arrive Tues., Thurs., Sat.	Arrive Daily
Term. Yd. WOYPBK		2.50 PM	457.9		STATIONS			
P		s 2.55 PM	458.8	TO-R	ALTURAS YARD 0.9	12.10 PM		
Term. Yd. WOYPBK	10.15 AM		457.9		ALTURAS 0.9	12.05 PM		
66 cars	10.20		459.9		ALTURAS YARD 2.0		8.00 PM	
76 P	10.45		470.6		JUNIPER 10.7		7.53	
81 WYP	11.00		477.7	TO	FLETCHER 7.1		7.25	
79 YP	11.25		485.4		GHEENT 7.7		7.05	
77 P	11.35		489.8		AMBROSE 4.4		6.25	
85 WYP	11.45 AM		493.6		BOLES 3.8		6.00	
77 P	12.05 PM		500.8		HACKAMORE 7.2		5.35	
84 WYP	12.20		506.1		MEARES 5.3		4.50	
No Siding	12.30		508.9		PEREZ 2.8		4.35	
77 P	12.55		515.4		DRY LAKE 6.5		4.15	
77 WP	1.15		524.3		CORNELL 8.9		4.00	
I No Siding			525.4		STRONGHOLD 1.1		3.35	
No Siding P	1.55		529.7	TO	Great Northern Ry. Crossing 4.3			
No Siding P	2.04		533.2		TULE LAKE 3.5		3.25	
No Siding	2.15		536.0		HATFIELD 2.8		3.10	
77 P	2.55		537.9	TO	MALONE 1.9		3.02	
No Siding	3.15		543.8		MERRILL 5.9		2.55	
77 P	3.25		547.1		HOSLEY 3.3		2.30	
Term. Yd. WOYTPBK	4.00 PM		555.8	TO-R	STUKEL 8.7		2.23	
	Arrive Daily	Arrive Mon., Wed., Fri.			TO-R KLAMATH FALLS 0.0		2.00 PM	
			(98.8)			Leave Tues., Thurs., Sat.	Leave Daily	

(5.45) (0.05) Time over District..... (0.05) (6.00)
17.02 10.80 Average Speed per Hour..... 10.80 16.31

MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 152 October 28, 1934	Distance from Lakeview	WESTWARD	
	SECOND CLASS						SECOND CLASS	
	632 Local Freight	630 Mixed					629 Mixed	631 Local Freight
	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.					Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
P	1.25 PM	3.10 PM	457.8	TO-R	ALTURAS 1.9	54.5	s 11.00 AM	1.15 PM
		f	459.7		MATTES 7.2	52.6	f	
Spur 6		f	466.9		SURPRISE 11.7	45.4	f	
26-P	2.15	s 4.00	478.6		DAVIS CREEK 2.7	33.7	s 9.40 AM	11.50 AM
Spur 24		f	481.3		GARRET 9.9	31.0	f	
10-P	2.45	s 4.30	491.2	TO	WILLOW RANCH 3.9	21.1	s 8.55	11.20
Spur 2		f	495.1		JOFFRE 2.7	17.2	f	
See Note 23-P	3.35	s 5.20	497.8		FAIRPORT 5.7	14.5	s 8.25	10.40
Spur 1		f	503.5		SNELLING 8.8	8.8	f	
Term. Yd. WOYTPBK	4.45 PM	s 6.30 PM	512.3	TO-R	LAKEVIEW 0.0	0.0	7.45 AM	10.00 AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(54.5)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.

(3.20) (3.20) Time over District..... (3.15) (3.15)
16.35 16.35 Average Speed per Hour..... 16.76 16.76

Additional Water Supply Whittier Tank MP 485.8
Siding at Fairport located 1525 feet East of Station. Schedule Time and Train Orders apply at Siding.

SACRAMENTO SUB-DIVISION

EASTWARD				Time Table No. 152 October 28, 1934		WESTWARD			
SECOND CLASS				Knights Landing and Oroville Branches		THIRD CLASS			
Capacity of Sidings in Car Lengths	Distance from San Francisco	512		Distance from Oroville	513		Distance from Oroville	THIRD CLASS	
		Mixed	Leave Daily Ex. Sunday		Mixed	Arrive Daily Ex. Sunday			
IBKWP Yard 107	84.9	4.20 AM		63.3	s 10.30 AM				
16	87.2	f		61.0	f				
23	87.7	f		60.5	f				
31	90.1	f		58.1	f				
25 P	94.0	s 5.00		54.2	s 10.00				
P	96.5	f		51.7	f				
2 Spur	97.4	f		50.8	f				
65	105.2	f		43.0	f				
29	107.5	f 5.35		40.7	f 9.20				
19 W	111.7	f		36.5	f				
8	112.7	f		35.5	f				
31	116.1	f		32.1	f				
43	118.0	f		30.2	f				
19 PI	120.7	s 6.15		27.5	s 8.45				
Yard WPYOIBK	122.7	s 6.30 AM		26.1					
19	131.0			25.5	8.30 AM				
15 P	135.3			17.2					
14	141.9			12.9					
35 P	142.8			6.3					
27	145.3			5.4					
Yard WTPK	148.2			2.9					
		Arrive Daily Ex. Sunday		0.0				Leave Daily Ex. Sunday	
		(2.10) 17.45		(63.3)				(2.00) 18.90	
		.....Time over District.....							
		.....Average Speed per Hour.....							

At Woodland, the Woodland-Oroville main track ends at east switch to siding, located 150 feet east of cattle guard 85-A.

Trains to and from Woodland-Oroville line will use Woodland siding. Normal position of east switch is for Woodland-Oroville line.

Normal position of switch of the Woodland-Oroville main track at Marysville is for Yuba City.

Additional Stations:

Laugenour, 89.4
Saccarus, 89.7
Coranco, 92.4
Cunard, 96.1
Vernon, 98.7
Coulter, 101.8
Lee, 102.7

Wilson, 109.2
Messick, 114.5
Binney Junction Tower, 122.7
Mello, 126.5
Mission, 131.8
Coxlane, 139.2
Baggett, 146.5

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 512 and 513
Laugenour Coulter
Saccarus Lee
Coranco Wilson
Cunard Messick
Vernon

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	FIRST CLASS		Distance from San Francisco	Time Table No. 152 October 28, 1934 Placerville Branch	Distance from Placerville	FIRST CLASS	THIRD CLASS				
		300	298						299	519		
	518	Motor	Motor		STATIONS		Motor	Local Freight				
	Local Freight	Leave Saturday Only	Leave Daily Ex. Saturday				Arrive Daily	Arrive Tues., Thurs., Sat.				
WOTYPBK	5.30 AM	4.05 PM	2.40 PM	88.8	TO-R SACRAMENTO	59.9	s 8.45 AM	12.15 PM				
Yard	Via Elvas	Via Elvas	Via Elvas	89.3	0.5	59.4						
				89.6	0.3	59.1						
				89.7	0.1	59.0						
				90.2	0.5	58.5						
				90.8	0.6	57.9	Via Elvas	Via Elvas				
				92.0	1.2	56.7						
				92.3	0.3	56.4						
				94.7	2.4							
				89 WP	5.50	s 4.22	s 2.55	94.7	R BRIGHTON	54.0	s 8.27	11.50 AM
				29	5.55	s 4.25	s 2.58	95.9	PERKINS	52.8	s 8.25	11.40
				9		f	f	97.5	MANLOVE	51.2	f	
				81	6.05	f 4.30	f 3.03	98.9	MAYHEW	49.8	f 8.19	11.25
				8		f	f	100.7	ROUTIER	48.0	f	
				22	6.20	s 4.36	s 3.08	101.6	TO MILLS	47.1	s 8.13	11.15
				35	6.30	f 4.40	f 3.12	103.4	MATHER	45.3	f 8.09	11.05
35 P	6.50	s 4.43	s 3.14	104.4	R CITRUS	44.3	f 8.07	11.00				
18		f 4.49	f 3.19	107.4	NIMBUS	41.3	8.00	10.15				
31	7.17	f	f	108.3	ALDER CREEK	40.4	f 7.57					
25	7.53	s 4.55	s 3.25	110.1	NATOMA	38.6	s 7.53	10.00				
25 WY	8.40	s 5.00	s 3.30	111.1	TO-R FOLSOM	37.6	s 7.50	9.50				
9	9.25	f 5.18	f 3.48	118.0	WHITE ROCK	30.7	f 7.34	9.10				
15	10.20	f 5.37	f 4.09	126.1	LATROBE	22.6	f 7.16	8.35				
6	10.50	f 5.55	f 4.25	131.4	DUGAN	17.3	f 7.04	8.10				
27 W	11.45 AM	s 6.10	s 4.40	136.9	SHINGLE SPRINGS	11.8	s 6.50	7.45				
32	12.30 PM	s 6.28	s 4.58	142.7	EL DORADO	6.0	s 6.35	7.20				
23	12.45	s 6.36	s 5.06	145.0	TO DIAMOND SPRINGS	3.7	s 6.30	7.05				
Yard WTK	1.00 PM	s 6.45 PM	s 5.15 PM	148.7	TO-R PLACERVILLE	0.0	6.20 AM	6.50 AM				
	Arrive Mon. Wed., Fri.	Arrive Saturday Only	Arrive Daily Ex. Saturday		(59.9)		Leave Daily	Leave Tues., Thurs. & Sat.				
	(7.30) 7.98	(2.40) 22.46	(2.35) 23.18				(2.25) 24.78	(5.25) 11.06				
					.....Time over District.....						
					.....Average Speed per Hour.....						

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS	FIRST CLASS	Distance from San Francisco	Time Table No. 152 October 28, 1934 Fair Oaks Branch	Distance from Fair Oaks	SECOND CLASS	FOURTH CLASS
35 P			104.4	R CITRUS	1.9		
Yard 15 P			106.3	TO-R FAIR OAKS	0.0		
				(1.9)			
				.....Time over District.....			
				.....Average Speed per hour.....			

Additional Stations

Ramona, 95.5
Brown, 97.0
Alden, 98.0
Bradshaw, 99.8
Boyd, 100.3
Soudan, 103.7

Salsbury, 105.2
Nagle, 111.3
Prattrock, 111.4
Malby, 119.4
Harvey, 121.7
Cothrin, 123.1

Swift, 127.8
Brela, 128.1
Brandon, 129.8
Bullard, 131.7
Bennett, 134.0
Apex, 147.7

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 298, 299 and 300
Brown Ramona Flonellis
Malby Soudan Brela
Harvey Cothrin Brandon
Bradshaw Bryants Bullard
Salsbury Crossing Bennett
Alden Crossing Cummings
Prattrock 141-C and Apex

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Colusa Branch			Colusa Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths	FIRST CLASS 520 Mixed Leave Mon., Friday	Distance from San Francisco	Distance from Wyo	FIRST CLASS 521 Mixed Arrive Tues., Saturday	Distance from San Francisco
Yard PY	9.10AM	108.3	R	HARRINGTON 4.0	72.1
40	f	112.3		COLLEGE CITY 3.7	68.1
33	f	116.0		GRAINO 4.8	64.4
101 W	s 9.45	120.8	TO	GRIMES 3.6	59.6
30	f	124.4		SYOAMORE 4.4	56.0
35	f	128.8		DOLAN 4.2	51.6
97	s 10.30	133.0	TO	COLUSA 10.2	47.4
50	f	143.2		STEGEMAN 2.7	37.2
39 W	s 11.10	145.9		PRINCETON 4.5	34.5
33	s 11.30AM	150.4		ODORA 5.2	30.0
64	f	155.6		GLENN 6.5	24.8
40	f	162.1		ORDBEND 3.8	18.3
33	f	165.9		ROTAVELE 4.1	14.5
84 W	s 12.50PM	170.0	TO	HAMILTON 10.4	10.4
42 PY	s 1.25PM	180.4		WYO (72.1)	0.0
	Arrive Mon., Friday (4.15) 16.64			Leave Tues., Saturday (3.40) 19.67	
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

Additional Stations: Oak Flat 125.4, Moda 175.2 and Cory 178.6.
Additional Flag Stops to Receive or Discharge Passengers: Nos. 520 and 521, at road-crossing 300 feet west of M.P. 139, 148F, Moda and Cory.

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Sutter Basin Branch			Sutter Basin Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths		Distance from San Francisco	Capacity of Sidings in Car Lengths		Distance from Josephine
P		96.5	R	GRACE 0.4	20.8
30 P		96.9		MARCHANT 1.5	20.4
33		98.4		MACKERT 2.0	18.9
39 WP		100.4		ROBBINS 1.3	16.9
33 P		101.7		SEYMOUR 3.4	15.6
55 P		105.1		SUBACO 2.1	12.2
33		107.2		PELGER 2.1	10.1
55 P		109.3		EVERGLADE 1.9	8.0
51 P		111.2		HINSDALE 0.6	6.1
YP		111.8		SHEFFIELD 1.5	5.5
44		113.3		TISDALE 1.9	4.0
15 (Spur)		115.2		PROGRESS 2.1	2.1
24		117.3		JOSEPHINE (20.8)	0.0
35 (Spur)					
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Sutter Basin Branch			Sutter Basin Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths		Distance from San Francisco	Capacity of Sidings in Car Lengths		Distance from Karnak
30 P		96.9		MARCHANT 0.7	2.5
26		97.6		ENSLEY 1.8	1.8
5 P		99.4		KARNAK (2.5)	0.0
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

3600, 3700, 4100, 4300 or 5000 class engines must not be operated between Dantoni Junction and Dantoni.

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
River Farms Branch			River Farms Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths		Distance from San Francisco	Capacity of Sidings in Car Lengths		Distance from Boyer
Spur 16		93.5		KNIGHTS LDG. JOT. 2.8	13.8
		96.3		EASTHAM 2.9	11.0
22		99.2		AYRSHIRE 3.2	8.1
Spur 68		102.4		TYNDALL 3.7	4.9
19Y		106.1		JIMENO 1.2	1.2
Spur 14		107.3		BOYER 0.9	0.0
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

Trains must not exceed 20 miles per hour between Knights Landing Junction and End of Track.

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Walnut Grove Branch			Walnut Grove Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths	FIRST CLASS 524 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Capacity of Sidings in Car Lengths	SECOND CLASS 525 Local Freight Arrive Daily Ex. Sunday	Distance from Isleton
Term. Yard WOTYPBK	3.00PM	88.8	TO-R	SACRAMENTO 0.5	32.4
Yard		89.3		S. N. R. R. Crossing 0.3	31.9
Yard P	3.05	89.6		JOT. SWITCH, R STREET 2.2	31.6
Yard		91.8		BATHS 2.4	29.4
60	3.20	94.2		DEL RIO 3.3	27.0
60	3.30	97.5		FREEPORT 7.8	23.7
60 P	3.55	105.3		HOOD 4.0	17.3
55	4.10	107.9		LAMBERT 3.3	13.3
44		111.2		MOFUBA 2.2	10.0
Yard 61 PWY	4.25	113.4	TO	WALNUT GROVE 7.8	7.8
Yard PWBY	5.00PM	121.2	TO-R	ISLETON (32.4)	0.0
	Arrive Daily Ex. Sunday (2.00) 16.20			Leave Daily Ex. Sunday (2.10) 14.95	
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

Additional Stations: Charles Mile Post 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke 112.6.

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Dantoni Branch			Dantoni Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths		Distance from San Francisco	Capacity of Sidings in Car Lengths		Distance from Dantoni Jct.
7		139.8		DANTONI JOT. 3.2	4.4
		143.0		LINDA 1.2	1.2
17		144.2		DANTONI (4.4)	0.0
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Fruto Branch			Fruto Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths		Distance from San Francisco	Capacity of Sidings in Car Lengths		Distance from Fruto
64 WOYBKP		149.9	TO-R	WILLOWS 2.4	17.0
7 Spur		152.3		LOSA 3.5	14.6
20		155.8		KURAND 3.8	11.1
10		159.6		MILLSHOLM 4.0	7.3
9		163.6		ATHENA 3.3	3.3
19 PT		166.9	R	FRUTO (17.0)	0.0
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

EASTWARD			WESTWARD		
Time Table No. 152 October 28, 1934			Time Table No. 152 October 28, 1934		
Stirling City Branch			Stirling City Branch		
STATIONS			STATIONS		
Capacity of Sidings in Car Lengths	FIRST CLASS 526 Mixed Leave Mon., Friday	Distance from San Francisco	Capacity of Sidings in Car Lengths	SECOND CLASS 527 Mixed Arrive Tues., Saturday	Distance from Stirling City
Yard OYWBKP	1.15PM	184.2	TO-R	OHICO 2.4	31.2
		186.6		S. N. R. R. Crossing 2.7	28.8
	f	189.3		DREDGE 3.3	26.1
18	f 1.50	192.6		OROUGH 5.6	22.8
21 WP	s 2.20	198.2		PARADISE 5.0	17.2
12	s 2.50	203.2		MAGALIA 3.0	12.2
3 P	s 3.10	206.2		APPLETON 3.8	9.2
10 (Spur) WP	s 3.30	210.0		DOON 5.4	5.4
PY Yard	s 4.00PM	215.4	R	STIRLING CITY (31.2)	0.0
	Arrive Mon., Friday (2.45) 11.35			Leave Tues., Saturday (2.40) 11.70	
.....Time over District.....			.....Time over District.....		
.....Average Speed per Hour.....			.....Average Speed per Hour.....		

Additional Flag Stops to Receive or Discharge Passengers: Nos. 526, 527, Barber (Chico yard), Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.
Additional Stations: Barber 185.1, Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.
Emergency water supply, Stirling City.

SACRAMENTO SUBDIVISION

SACRAMENTO YARD—OUTBOUND, VIA ELVAS

SACRAMENTO YARD—INBOUND, VIA ELVAS

Terminal Yard	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 152 October 28, 1934	Distance from End of Division	FIRST CLASS			THIRD CLASS	
	518				15	300	298	231				16	299	282	519	
	Local Freight				West Coast	Motor	Motor	Passenger				West Coast	Motor	Passenger	Local Freight	
Yard	Leave Mon. Wed., Fri.				Leave Daily	Leave Saturday Only	Leave Daily Ex. Saturday	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.			
Yard					6.50 PM	4.05 PM	2.40 PM	8.20 AM	TO-R SACRAMENTO (Passenger Station) 1.0	7.0	8.55 AM	8.45 AM	9.20 PM			
Yard	5.30 AM								R SACRAMENTO (12th Street) 2.0	6.0				12.15 PM		
Yard I	5.40				7.00	4.15	2.50	8.30	ELVAS 3.0	4.0	8.43	8.33	9.10	12.01 PM		
Yard I	5.50 AM				7.05 PM	4.22 PM	2.55 PM	8.35 AM	BRIGHTON 1.0	1.0	8.30 AM	8.27 AM	9.05 PM	11.50 AM		
I									END OF SAC'TO DIV.	0.0						
	Arrive Mon. Wed., Fri.				Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Daily	(7.0)		Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs., Sat.		

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

Brighton is register station for scheduled trains to and from Placerville only.
No. 16 will stop on flag at Brighton on Sundays only.

SPECIAL INSTRUCTIONS



RULE 2. The following are designated Watch Inspectors:
San Francisco.....S. A. Pope, Manager of Time Service, 65 Market St.
Sacramento, H. T. Harger, 1022 "K" St.
Roseville.....H. T. Harger
Sparks.....W. R. Adams & Son
Oroville.....R. A. Williams
Marysville.....Milton Haney
Red Bluff.....G. C. Wilkins
Redding.....F. R. Dobrowsky
Dunsmuir.....Mrs. John Evans
Chico.....J. R. Dupen
Willows.....Robt. E. Boyd
Orland.....L. Schnell
Placerville.....Leo C. Burger
Weed.....Marion Dayley
Klamath Falls.....F. W. Bertram
Ashland.....Chas. A. White
Alturas.....M. Einarsson

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 14 (d). As specified below four long one short sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.
Tehama on Davis-Gerber Line.

Siskiyou Line trains to recall flag between Junction Switch at Black Butte and Weed, and Modoc Line trains to recall flag between Stukel and Klamath Falls.

RULE 14 (e). As specified below six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.

Oroville on Swayne Lumber Co. Logging Road.
Siskiyou Line trains to recall flag between Junction Switch at Black Butte and Weed, and Modoc Line trains to recall flag between Stukel and Klamath Falls.

RULE 19. Markers must be kept lighted on No. 2 track between Rocklin and Colfax and on Nos. 1 and 2 tracks Knapp and Truckee, at all hours.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE D-71 and RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A) At the following stations, only the trains indicated will register.
Truckee—First class trains and trains originating and terminating.

Chico } Trains originating and terminating.
Willows }
Harrington }
Chemult, Nos. 386 and 387.

Alturas Yard.—Trains originating and terminating will register at Alturas.
Sacramento, 12th St.—Trains terminating, information to be telephoned to operator in "H" Office, Sacramento.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
Black Butte.
Nos. 6, 7, 17 and 18 at Woodland and Orland.
First-class trains Truckee.
First-class trains register at Roseville Passenger Station.
Westward G. N. Ry. at Klamath Falls.
No. 17 at Crescent Lake.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom will on return to the Junction register the same information as shown on register at station.

RULE 83. Westward Third Class and extra trains passing Sacramento will not comply with Rule 83. A proceed signal received from switchtender at Front Street, Sacramento, given with green flag by day or green light by night and in addition a clear indication in Signal No. S. A. 887, located at east end of bridge, will indicate that all first-class overdue trains have departed.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Truckee	Colfax	Willows	Chico	Oroville	Isleton
Emigrant Gap	Woodland	Orland	Folsom	Walnut Grove	Placerville
Red Bluff	Black Butte	Hornbrook	Klamath Falls	Crescent Lake	Hackamore
Redding	Weed	Ashland	Kirk	Alturas	Lakeview
Dunsmuir	Montague	Mt. Hebron			

SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point ¼ mile west of west switch Mikon to a point 1,000 feet west of west switch at Polk on Stockton Line, to a point 1,000 feet east of Junction switch Brighton on Placerville Line, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of junction switch on Roseville-Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

TAHOE YARD.—From a point 1,000 feet west of west switch Moss Hills.

MARYSVILLE YARD.—Between a point, 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 9,240 feet east of Binney Jet. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER YARD.—Between a point 80 feet east of east switch of house track at Tehama and a point 1340 feet east of east switch Proberta.

SPARKS YARD (Salt Lake Div.)—Between a point one and one-half miles west of Reno to a point 2,700 feet east of east switch at Sparks.

Movements of Great Northern Railway trains and engines at Klamath Falls between initial switch east end of yard and Junction switches of Great Northern Railway, will be directed by Yardmaster.

RULE D 97 (A). On double track between Sacramento and Sparks, trains may run extra moving with the current of traffic without running orders, but must obtain clearance before commencement of trip, if an operator is on duty.

DRAWBRIDGES AND RAILROAD CROSSINGS NOT INTERLOCKED
RULE 98.

Sacramento River at Knights Landing. Trains must not stop on drawbridge at Knights Landing.
Sacramento River at Tehama.

Southern Pacific trains will approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front Street, Sacramento and Southern Pacific yard engines switching on Front Street will stop before reaching the crossing at Front and M Streets and will proceed on hand signals from flagmen on the ground in the center of the crossing, flagman using a green flag by day and a green light by night.

Sacramento Northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing and will proceed on signal from the flagman in the center of the crossing, flagman using a yellow flag by day and a yellow light by night.

Trains and engines on "R" Street, Sacramento, will stop before crossing Sacramento Northern tracks at 31st and "R" Streets.

RULE 104. BLACK BUTTE
The normal position of Junction Switch (1200 feet west of Train Order Office) is for Cascade Line.

Track extending from connection at east end of east leg of wye to east end of yard will be known as EAST siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1000 feet east of Train Order Office, will be known as WEST siding. Track extending from connection at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as MIDDLE siding.

Trains moving in either direction between WEST and MIDDLE sidings must protect against overdue Siskiyou Line first class trains.

Helper engines may use that portion of Siskiyou Line main track between Junction switch and a point 200 feet east of wye switch, except when a first class train is due.

Siskiyou Line trains, except first class, must approach and move between a point 200 feet east of wye switch and junction switch prepared to stop, expecting to find engines turning on wye or trains or engines moving in either direction between WEST and MIDDLE sidings.

The normal position of switch on Siskiyou Line main track 443 feet east of Junction switch is for track leading to WEST siding.

CHEMULT
Junction Switch of Great Northern Railway located in siding 130 feet east of west switch at Chemult. Normal position of Junction Switch is for Southern Pacific track.

KLAMATH FALLS
Junction switch of Great Northern Railway is located at Mile Post 428.4, 2773 feet east of west switch of yard. Normal position of switch is for Southern Pacific main track.

Modoc Line main track parallels south side of Cascade Line main track at Klamath Falls, from a point at Cascade Line Mile Post 427.023 and Modoc Line Mile Post 553.2 to Cascade Line Mile Post 427.786. Junction switch of Modoc Line and Cascade Line at Klamath Falls is 1000 feet west of Mile Post 428. Normal position of junction switch is for Cascade Line.

ALTURAS YARD

Junction switch of Lakeview Branch and Modoc Line main track at Alturas Yard is 480 feet west of Mile Post 458. Normal position of junction switch is for Modoc Line.
RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and crossover at Dry Creek west of Roseville.

RULE 206 (A). Clearance dated at Dunsmuir will authorize second class and inferior trains at Dunsmuir Yard.

Clearance dated at Alturas will authorize No. 628 from Alturas Yard.

RULE 220. Third paragraph of rule will be complied with by Nos. 623 and 624 at Weed.

RULE 221.—Train Order Signals:

Emigrant Gap.

Westward signal located 2500 feet east of office and eastward signal 100 feet west of office.

Norden:

Westward signal located 900 feet east of station, and

Eastward signal 800 feet west of station.

Indication of these train order signals will be by lights only.

When a train reaches a point approximately 300 feet from signal, if no train orders, light will change from "Stop" to "Proceed."

If signal is first seen in "Proceed" indication clearance card must be obtained.

Light will not be displayed in train order signals on Lakeview Branch at Willow Ranch except when train orders are to be delivered.

Trains must obtain clearance at Redding.

Trains must obtain a clearance before leaving Marysville, Colfax, Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain a clearance at those stations.

Eastward extra trains and trains originating Sacramento obtain clearance at Sacramento General Telegraph office located on second floor of passenger station.

Western Division freight trains originating Roseville will obtain two clearances, one endorsed Sacramento and one Western division.

RULE 221 (A): Rule 221 (A) is so interpreted as to make it unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at.....M.....Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 516. Overlap posts affecting trains are located:

Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210.

White Point—1000 feet west of signal 4104.

Viaduct—Fouling point west end of siding.

Wall Creek—Fouling point west switch.

Leaf—Fouling point west switch.

Texum—Near middle of yard.

Live Oak—100 feet west of Station.

Tehama—2000 feet east of junction switch.

Westward Trains:—Wall Creek—Fouling point west switch.

Pine Ridge—Near middle of yard.

Somerset—Middle of yard.

Wyo—1000 feet west of east switch of siding.

TRAIN AND AIR INSPECTION.

RULES 827 and 828. Freight trains and light engines, not equipped with tire coolers, except Mallets, on descending grade will make a stop of ten minutes between switches at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen inspect engine:

Stanford (When stopping freight trains Gold Run.

on descending grade for inspection Colfax.

engine will be stopped west of culvert Flint (except westward freight trains that stop at Auburn, will inspect at Auburn instead of switch.)

Truckee, Five minutes.

Summit. On No. 1 track.

Norden. On No. 2 track.

Troy. Yuba Pass. Midas.

Passenger trains stop at Paradise five minutes to cool wheels.

Freight trains on descending grade, stop between switches at Knapp, five minutes to cool wheels.

Mallet engines running light on descending grades will make stop of sufficient length of time to inspect engine.

Light engines descending grade that are equipped with tire coolers will stop at Emigrant Gap, Truckee, and Colfax for inspection.

At all points where freight trains stop for inspection between Roseville and Sparks, enginemen will drain water from main reservoirs on engines.

Westward passenger trains on No. 1 Track will make running test just before entering tunnel No. 6.

Standing air brake tests must be made at:

Summit.....Westward freight trains.

Norden.....Eastward and westward freight trains.

Stirling City.....All trains.

Placerville.....All trains.

This test must be made immediately before departure from Norden and Summit and enginemen and conductors are responsible for brake pipe pressure throughout the train.

Westward freight trains will make brake pipe test at Truckee and Summit.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

The tonnage of freight trains between Summit and Loomis, must not exceed 100 M's per operative brake.

The tonnage of freight trains between Norden and Truckee must not exceed 120 M's per operative brake.

Freight trains descending grade will stop as indicated below for inspection of and for heat of wheels to equalize.

Steinman or Foliage.....10 minutes

Gregory or White Point.....10 minutes

Orcal or Hilt.....5 minutes

Weed or Edgewood.....10 minutes

Mott or Azalea.....5 minutes

Cougar or Andesite.....10 minutes

Bolam (If stop not made at Andesite).....5 minutes

Ghent.....10 minutes

In addition to the designated stops for inspection no freight train will make a continuous run of more than fifty miles without a stop for inspection, except freight trains on Roseville-Gerber line may go to Biggs and eastward freight trains to Lenz if an additional stop can be avoided.

Trains handling logs must stop and inspection made by crew of load and chains before passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, and all crossings except 2nd, 4th, 5th, 14th, 15th, 17th and 18th, over Sacramento River.

Two Dietz lanterns must be placed on rear of caboose after dark so that crew may observe track from rear door of caboose in order to enable them to detect any logs which may have fallen from train.

Where train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

Running air brake test must be made:

Snowdon.....Eastward passenger trains.

Black Butte.....Siskiyou Line passenger trains.

Grass Lake.....Westward passenger trains.

Ambrose.....Westward passenger trains.

Standing air brake test must be made:

Siskiyou.....All trains.

Grass Lake.....Westward freight trains.

Hornbrook.....Eastward trains.

Black Butte.....Siskiyou Line freight trains.

Ambrose.....Westward freight trains.

Eastward trains which have made standing air brake test at Mount Shasta or Deetz need not do so at Black Butte.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 M's per operative brake when handled on descending grade by AC, Mallet, 2-10-2 or SP type engines. When other class engine used 90 M's per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train descending grade between Mount Shasta and Dunsmuir, and between Ambrose and Ghent, must not exceed 120 M's per operative brake.

RULE 869.—Descending Steep Grades.

This applies between Edgewood and Black Butte. Snowdon and Ashland.

Grass Lake and Delta. Ambrose and Ghent.

Freight brakemen are not required to be on top of their train descending grade between Andover and Emigrant Gap.

USE OF RETAINERS

Passenger Trains

Siskiyou to Ashland.....All retainers.

Siskiyou to Orcal.....All retainers.

Mile Post 400 to Hornbrook.....All retainers.

Black Butte to Edgewood.....Accessible retainers.

Azalea to east switch Dunsmuir.....Accessible retainers.

Ambrose to Ghent.....Accessible retainers.

Retainers on head end cars must be left turned up from Orcal to Mile Post 400 but should be turned down momentarily if stop is made at Hilt.

Accessible retainers will be turned down after passing Yard Limit sign at Ashland. Retainers may be turned down if stop is made at Shasta Springs or west.

In operating retainers, they should be turned up commencing at the head end, and when turned down, commencing at the rear end.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one sound of air signal.

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

On grades retaining valves will be used as follows:

Norden to Truckee.—One retaining valve for every 120 Ms in train.

Norden to Yuba Pass—One retaining valve for every 140 Ms in train.

Yuba Pass to Loomis—One retaining valve for every 100 Ms in train.

Stirling City to Mile Post 188—One retaining valve for every 80 Ms in train.

Placerville Branch

From MP-148 to MP-146 and from MP-145 to MP-138 one retaining valve for every 120 Ms in train.

MP-136 to MP-130 and from MP-129 to MP-122, one retaining valve for every 140 Ms in train.

From MP-117 to MP-112, one retaining valve for every 150 Ms in train.

Retainers will be turned up solid on head end of train in such number, depending upon the total weight of train, one operative retainer for the amount of M's shown as follows:

Siskiyou to Ashland.....One (1) retainer for each 90 M's.

Siskiyou to Hornbrook.....One (1) retainer for each 100 M's.

Azalea to Dunsmuir Yard.....One (1) retainer for each 100 M's.

Black Butte to Edgewood.....One (1) retainer for each 100 M's.

Ambrose to Ghent.....One (1) retainer for each 150 M's.

Snowdon to Hornbrook.....One (1) retainer for each 150 M's.

Grass Lake to Azalea.....One (1) retainer for each 250 M's.

Dunsmuir Yard to Gibson.....One (1) retainer for each 250 M's.

Example: A train consisting of 80 cars 7,000 M's Grass Lake to Azalea requires 47 retainers and from Azalea to Dunsmuir Yard 70 retainers turned up solid on head end.

Additional retainers will be turned up on instructions of engineman if in his judgment it is necessary.

Sufficient retainers will be turned up, in the judgment of the engineman, to properly control trains of logs descending grade between Kirk and Chiloquin.

Retainers must be turned down momentarily ascending grade Orcal to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Solid stock trains Snowdon to Hornbrook and Grass Lake to Azalea may be handled with no retainers provided engineman can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineman will instruct train crew number of retainers required.

AUTOMATIC BLOCK SYSTEM

The two center tracks, for entering and leaving Sacramento passenger station, are equipped with automatic signals between 6th and 7th Street switchtenders' stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indication for crossover movement to 6th Street switchtender's station.

Main tracks 1 and 2, between Signal 890 and 891 located at 7th Street and interlocking signals located at 2nd Street, are not protected by automatic block signals. All trains will proceed with caution.

Three-arm block signal on No. 2 track at Junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signals govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for that track.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Signal arrangement west end Sparks yard will govern as follows: Signal 2452 on bridge governs main track movements on eastward main track. Dwarf signal 2452 on signal mast governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track. Light signal 2455 governs movement from engine lead to eastward main track.

Trains or engines stopped by signals 2134 or 2141 Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 and 4297 at Ashland; 4292, 4293 and 4295 at Klamath Falls may proceed with caution, not exceeding 12 miles per hour.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

RULE 509 supplemented as follows:

When a block signal in advance of facing point oil buffer spring switch indicates STOP, careful examination of switch must be made before passing over it.

SPECIAL SIGNALS

Light signals governing movement against current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits

SPECIAL SIGNALS—Continued.

Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, mile post 171.5.

When these signals indicate "stop," trains moving against current of traffic on No. 1 or No. 2 tracks Rule No. 509, single track, will apply.

Additional light signals mounted on the masts of the following interlocking signals at Norden in service.

On signal mast of eastward signal located at Norden Station on No. 2 track governing movement into eastward siding.

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turntable.

On signal mast of eastward signal located on eastward siding at west switch of crossovers governing movement on crossover.

Normal indication of these signals DARK. Proceed with caution indication will be given by a flashing yellow light. This will indicate that interlocking signals are in stop position, that switches are lined and movement may be made to couple to cars or engines on siding without calling towerman on telephone.

Three Indication Light Type Dwarf Signal 1603 and switchindicator (Rule 512-A), located at derail west end center siding, Midas, governing movement from center siding to No. 1 track.

Normal indication Signal 1603, no light. RED indication will be displayed after derail has been closed; and with main line switch to No. 1 track lined for siding, GREEN indication will be displayed if block is unoccupied.

YELLOW indication if block is unoccupied and signal in advance is at stop.

Should Signal 1603 fail to change immediately from RED to GREEN or YELLOW after derail and switch are lined, wait four minutes for time element relay which will be effective when the approach to Signal 1601 is occupied.

Should Signal 1603 fail to change from RED to either GREEN or YELLOW be governed by Rules 509 and 99.

Two indication light type automatic dwarf signals, 1779 and 1857, and switch indicators (Rule 512-A) located at derails on west end of center sidings Crystal Lake and Troy governing movement from center sidings to No. 1 track.

Normally no indication will be displayed on dwarf signals. RED indication will be displayed after derails have been closed, and with main line switches to No. 1 track lined for center sidings. GREEN indication will be displayed if block is unoccupied.

Should signals fail to change immediately from RED to GREEN after derails and switches are lined, wait four minutes for time element relay which will be effective when the approach to signals are occupied.

Should dwarf signals fail to change from RED to GREEN be governed by Rules 509 and 99.

Disc signals located at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light, proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:

M—Hold main track.

X—Take crossover for roundhouse.

3—Take No. 3 siding at crossover east of road crossing.

4—Take No. 4 siding at east switch.

No light—Proceed, on time table or train order authority.

Light signal at switchman's cabin opposite yard office Roseville. This signal to be used by switchmen to give proceed signal to westward freight trains off Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.

Yellow light—Proceed into yard.

When proceed signal is given the yellow light will alternately flash off and on.

Junction switch Tehama normally lined for movement via Willows. After lining junction switch on Roseville-Gerber line, if signal 2118 does not indicate proceed, trains, after waiting two minutes, will be governed as per Rules 99 and 509.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as the turntable lead at Siskiyou (this is the track on the south side of main track used by helper engines in moving to and from turntable) will not pass signal 4125 until it is known that opposing train has passed signal 4112 at west end of tunnel 13.

Eastward engines or trains will leave turntable lead at east switch located 200 feet west of Signal 4124.

When necessary to send flagman through tunnel 13, train must wait until flagman calls on telephone from opposite end of tunnel.

Signal 3218 at Dunsuir governs movement from work track through crossover and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill track Dunsuir Yard governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and track is unoccupied. Signal 3222 at Dunsuir governing eastward trains is located on left side of main track.

Signal 5031 on Great Northern Ry. at junction switch, Chemult, governs movement of trains and engines from Great Northern Railway track to joint track.

Signal 5025 at derail on left side west end of interchange track, Chemult, governs movement from interchange track to main track.

Signal 4282 located at derail on Great Northern Railway at junction switch Klamath Falls, governs movement of trains and engines from Great Northern Railway track to joint track.

Indications displayed by Signal 4280, located on Modoc main track at junction with Cascade main track at Klamath Falls, Mile Post 427.8, Normal Indication—Dark.

After crossover switches are lined for movement from Modoc Line to Cascade Line indications RED, YELLOW or GREEN will be displayed.

INTERLOCKING

SACRAMENTO RIVER DRAWBRIDGE.—Extends eastward on No. 1 track to westward home signal three hundred fifty feet east of Front Street crossing and eastward on westward freight track to westward home signal three hundred fifty feet east of crossing.

Interlocking home light signal governing westward movements on No. 1 track at east end of bridge, equipped with number plate SA-887.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-five feet from crossing.

Trains, engines and cars approaching Front Street crossing or junction of freight tracks with No. 1 and No. 2 tracks, will be governed by hand signal from switchtender, using green flag by day and green light by night.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Limits extend from interlocking home signal 400 feet west of tower to dwarf signal 250 feet east of tower.

Yard engines wishing to use industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur—one short, two long.

To Bekins spur—one long, one short, one long.

ELVAS.—Limits on Sacramento-Roseville line extend from interlocking home signal 1400 feet west of tower to automatic home Signal 924.

On Elvas-Polk line extend to interlocking home light signal at west switch to siding at Polk and to home interlocking light signal 600 feet east of Junction switch to Placerville line.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator:

American Can Company spur switch and derail. Derail is electrically locked.

Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Crossover, center siding Elvas to westward track Elvas-Polk line. Movement governed by Signal 1355.

Crossover, center siding Elvas to eastward track Polk-Elvas line. Movement governed by Signal 1354.

West switch and derail center siding Elvas. Movement governed by Signal 1351.

Hopfen spur switch and derail. Movement governed by Signal 1345.

"R" Street connection, switch and derail. Movement governed by Signal 1331.

Switches and derails must be immediately returned to normal position after train has passed over them.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

To operate a dual control switch by hand, trainman must secure permission from the Signal Operator. When permission including the time and working limits, is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, and so reported to the Signal Operator; at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainman must notify engineer when the selector lever is in the "hand-throw" position, and also notify him when it is returned to the "switch-machine" position, so he may know when to be governed by the interlocking signals adjacent to the switch.

Whistle Signals governing routes as follows:

To Roseville, one long, four short.

To Sacramento, three long, one short.

To Polk, two long, three short.

To Elvas Siding, three short, two long.

To Third Track, two short, two long.

To American Can Spur, one long, one short, one long.

To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

EMIGRANT GAP.—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur at Emigrant Gap, to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 track.

Indication displayed on interlocking signal located sixty (60) feet east of crossover switch Emigrant Gap, governing movement through crossover from No. 2 track to No. 1 track:

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

Westward trains stopped at interlocking signal west of house track spur switch, will call operator at Emigrant Gap on telephone and be governed by his instructions and when instructed by him to operate the derail by hand, be governed by the instructions on the sign at derail.

Trains moving through crossover from No. 2 track to No. 1 track will be governed by interlocking signal located 60 feet east of crossover switch. Signal will not clear for crossover movement until crossover switches have been lined.

Trains moving off east lead of turntable to No. 1 track will be governed by signal located 60 feet west of derail. Signal will not clear until derail and switch have been lined.

Trainmen or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Eastward interlocking signal, located on No. 1 track opposite east switch to crossover, governs movement against current of traffic on No. 1 track to signal 1718.

Westward movement from west lead of turntable or from fire train crossover will not be made until permission is given by operator.

Rule 628 and 663 will not apply and the following will govern:

Telephones located at interlocking signals establishing communication with operator at Emigrant Gap. Trains stopped at signals will call operator for instructions and when such instructions have to do with an inoperative signal, trains will be preceded by flagman to next home or end of interlocking limits.

NORDEN.—Limits as follows:

No. 1 track from interlocking home signal at west switch of siding Donner to Signal Bridge 775 feet west of Norden office.

No. 2 track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of crossover Eder.

Fire Train Spur.—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator. Movement from spur governed by signal.

Run-around Tracks.—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Rules 628 and 663 will not apply and the following will govern. Telephones located at signals communicating with signal operator at Norden office call signal operator by one long ring giving number of train, route desired, etc., movement will be governed by signal indication or instructions of signal operator and when such instructions have to do with an inoperative signal, trains will be preceded by a flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, will wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

Signal on No. 2 track 60 feet west of west switch to siding governing eastward movement on No. 2 track and to siding and turntable.

Signal on No. 1 track opposite clearance point on west lead to turntable governing westward movement on No. 1 track and through crossovers.

GEORGIANA SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 500 feet west of drawbridge to interlocking home signal 500 feet east of drawbridge.

SNODGRASS SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 400 feet west of drawbridge to interlocking home signal 600 feet east of bridge.

NINTH AND K STREETS TOWER, MARYSVILLE.—Crossing Western Pacific Railroad and Knights Landing and Oroville Branch Lines.

Limits on Knights Landing line extend from home interlocking signal 445 feet west of Western Pacific Railroad crossing to home interlocking signal 380 feet east of crossing.

Towerman on duty 7:30 A.M. to 12:00 Noon.

1:00 P.M. to 4:30 P.M.

Following switches and derails on Western Pacific Railroad within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman WHEN ON DUTY:

Switch and derail, Western Pacific-S. P. transfer track.

Switch and derail, Western Pacific high line track.

Derail on Western Pacific stock corral track.

During hours towermen are OFF DUTY trains desiring to move on Western Pacific main track from either direction from transfer track, high line and corral

track will first proceed to derail, electric lock, and unlock the door. After door has been opened, and no trains are seen approaching on the Western Pacific track from east or west, signals 4 located on Western Pacific track 474 feet west of crossing, and 15, 2 arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position. You will then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position lever should be moved to left position before closing door.

Western Pacific switch key will be found in hand release box on pole near junction switch.

In the event it is necessary to make this movement when a train is approaching on Western Pacific main track from either east or west, opening the door of any electric lock will not put signals 4 or 15 in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals 4 and 15 in STOP POSITION. After time hand release has restored to normal position a white light will light up, indicating electric locks are released.

Switches and derails must be immediately returned to normal position after train has passed over them.

Trains desiring to cross Western Pacific tracks on Knights Landing Branch, when towermen are off duty, will call Chief Dispatcher at Sacramento and be governed by his instructions.

BINNEY JUNCTION TOWER.—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to automatic home signal 1420. On Oroville line extend from signal bridge 1300 feet west of tower to interlocking home signal 950 feet east.

Woodland line from signal bridge 1300 feet west of tower to interlocking home dwarf signal on west leg of wye at clearance point to main track. Also from interlocking home signal 500 feet east of tower to interlocking home dwarf signal at spur switch on east leg of wye.

Whistle signals governing routes as follows:

Main track to or from Gerber, one long, four short.
Main track to or from Oroville, two short, two long.
Siding to or from Gerber, one short, three long.
Siding to or from Oroville, three long, one short.
Siding to or from west leg of wye, three short, two long.
Main track to or from west leg of wye, two long, three short.
Main track to or from east leg of wye, one short, one long.
To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch to Knights Landing line.

LIVE OAK AUTOMATIC.—Crossing Sacramento Northern Railway one half mile east of Live Oak.

Interlocking limits on S. P. track extend from home light signal SA 1522, 517 feet west of crossing, to home light signal SA-1523, 523 feet east of crossing, and on S. N. Railway track between home light signals located 600 feet on both sides of crossing.

Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signal will change to PROCEED (or CAUTION) when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Sacramento Northern Railway.

Eastward trains holding main track when meeting another train at Live Oak will stop west of overlap post located 100 feet west of station.

Trains having switching to perform at Live Oak should take siding, clearing main track as quickly as possible. East switch to house track and east switch to siding should be restored normally as quickly as possible after using same.

When train is stopped by interlocking home signal flagman must be sent to operate clockwork time release located in door of battery house at crossing.

This clockwork time release must not be operated when trains or engines are between home signals or seen to be approaching on Sacramento Northern R. R. tracks.

To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, release knob and when a red indicator light appears, this will indicate to flagman that signals on Sacramento Northern R. R. are in proper position to protect the movement. After 4 minutes, home signal should change from stop to proceed with caution, or a repeater red indicator light located on signal mast near base of home signal will light up and will indicate to engine man that home signals on Sacramento Northern R. R. are in stop position. Train may then proceed through interlocking limits as prescribed by Rules 663 and 509.

In the event the red indicator light does not appear at the clockwork time release flagman must be sent in each direction on intersecting track to protect the movement.

Train may then proceed through interlocking limits not exceeding 12 miles per hour.

WOODLAND.—Crossing Sacramento Northern R. R.

Limits on Davis-Gerber line extend from interlocking home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

Whistle signals governing routes as follows:

For Tehama to or from siding, one long, four short.
For Tehama to or from house track, three long, one short.
For Knights Landing to or from siding, one short, three long.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Signal Operator off duty Woodland Tower between hours 12:01 A.M. and 6:30 A.M. Switch and derail will be lined up for movement on main track and Knights Landing branch.

Interlocking signals and derails on Sacramento Northern Railway will be set to protect movement on Southern Pacific tracks. When train is stopped by interlocking signal Rule 663 will govern.

Trains having switching to perform will use west switch to house track as east switch is interlocked and lined for main track.

REDDING REMOTE CONTROL.—Limits as follows:

From Interlocking Signal SA-2586 located 1200 feet east of Telegraph Office, Redding, to Interlocking Signal SA-2587 located at east switch of siding.

Rule 628 and 663 will not apply and the following will govern:

Telephone located at relay housing opposite west switch to crossover, communicating with Signal Operator at Redding office. Call Signal Operator by one long ring, giving number of train, route desired, etc. Movement will be governed by signal indication, or instructions of Signal Operator, and when such instructions have to do with an inoperative signal, trains will be preceded by a flagman to next home signal, or end of interlocking limits. When instructed by Signal Operator to operate switches on crossover by hand, be governed by instructions on sign on relay housing opposite west switch on crossover.

STRONGHOLD AUTOMATIC.—Crossing Great Northern Railroad one-half mile east of Stronghold.

Interlocking limits on S. P. track extend from home interlocking signal 503 feet west of crossing to home interlocking signal 404 feet east of crossing and on Great Northern Railroad between home interlocking signals located 546 feet on both sides crossing.

Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signals will change to "Proceed" when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Great Northern Railroad.

When train is stopped by interlocking home signal flagman must be sent to operate clockwork time release located in iron box at crossing locked with switch lock.

This clockwork time release must not be operated when trains or engines are between home signals or seen to be approaching on Great Northern R. R. tracks.

To operate clock work time release, turn knob to right to extreme position about one-quarter turn, release knob and when a red indicator light appears, this will indicate to flagman that signals on Great Northern R. R. are in proper position to protect the movement. After 4 minutes, home signal should change from stop to proceed, or a repeater red indicator light located on signal mast near base of home signal will light up and will indicate to engine man that home signal on Great Northern R. R. are in stop position. Train may then proceed through interlocking limits as prescribed by Rules 663 and 509.

In the event the red indicator light does not appear at the clockwork time release flagman must be sent in each direction on intersecting track to protect the movement unless interlocking signals or derails thereon be known to be in position to protect the movement.

Train may then proceed through interlocking limits not exceeding 12 miles per hour.

MISCELLANEOUS—GENERAL

Wooden passenger-carrying cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on proper authority.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

Wooden baggage, express and other head-end cars not equipped with steel center sills and steel platforms may be used when entire consist of train is composed of such equipment or may be handled on head end of passenger trains provided consist thereof does not exceed 7 cars and inspection indicates movement can be made with safety.

Cars with inoperative couplers or couplers pulled out, if loaded with perishables or live stock, may be chained in train and moved to nearest available repair point. All other cars with defective couplers or those with couplers pulled out will be switched to the rear of caboose, using operative coupler on opposite end of the car by turning car either on turntable or wye. Car and caboose should be chained to prevent car from breaking away from train while enroute. Cars chained may be moved to the nearest repair point in the direction the train is moving.

Not more than one 2-10-2, AC or Mallet class engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation, 2-10-2, AC or Mallet class engines must not be coupled ahead of engines smaller than Consolidation, when tonnage behind such engines is in excess of its rating as shown in time tables.

At points where engine is to be changed or cars set out or picked up, on passenger trains rear brakeman will open steam valve on rear of train at station one mile board and engine man will shut off the steam one-half mile from station.

When making up train or picking up enroute, scale repair and scale test cars should be placed in rear of freight train next ahead of caboose, or next ahead of occupied outfit cars, when latter cars are handled in freight train. Yard crews must not switch with scale repair or scale test cars, but will handle them in this respect as required to handle caboose, and when setting these cars in or out of train or shifting them from one track to another, rough switching must be avoided and equipment carefully handled.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

When car is set out and scale inspector is working in car, he will display a blue signal, which must be respected as per Transportation Rule No. 26. Inspector must not display blue signal for any other purpose, that unnecessary delay in handling this equipment may be avoided.

Except as specifically authorized by proper authority no car containing passengers is to be hauled next to locomotive of a steam passenger train. A steel combination or partitioned car may be hauled with baggage or unoccupied end next to engine.

For your information, quoting below sections 392, 399 and 8203 of Penal Codes of California, Arizona and Utah:

"Every person, who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars, is guilty of a misdemeanor, and if loss of life or limb results from such placing or running, is guilty of felony. The term 'freight car' as used in this section does not include a baggage, express or mail car."

While the above statute applies to freight cars only, we will in addition, prohibit in California the placing or running, on the rear of any passenger train, a baggage, express, mail, refrigerator express or other head end passenger car so constructed or loaded as to prevent trainmen passing through it.

When head end cars are handled as trailers behind gas-electric cars, if these head end cars cannot be readily passed through by trainmen, they must be turned so that the retainers will be on the head end to enable compliance with air rule No. 16.

When necessary to handle head end cars behind gas-electric cars, they must be turned so that the baggage and express compartment will be at the extreme rear end of train and flagman must ride in that compartment.

Water columns at stations listed below are equipped with locking devices which hold column (when not in use) parallel to track.

Mount Shasta, Black Butte, Grass Lake, Bray, Mt. Hebron, Pine Ridge, Kirk, Lenz, Stronghold, Perez, Hackamore, Ghent, Alturas Yard, Lakeview, Lawton, Emigrant Gap.

After taking water, firemen should shove column around until locking device engages which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Engineer will not blow off locomotives while passing over steel bridges. These instructions will not apply, however, on line between Roseville and Sparks during months of May, June, July, August, September and October, because of the fact that hot slivers from brake shoes may set fire to ties and it will be in order to sprinkle ties to prevent such fires. Sprinklers will be placed in service on departure of westward freight trains and light engines Norden to Loomis; eastward on freight trains and light engines between Norden and Truckee.

Eastward passenger trains will operate sprinklers Norden to Truckee and westward passenger trains will operate sprinklers from first stop west of Norden.

On Shasta District use sprinklers on engines so equipped and blow off on engines not equipped with sprinklers when passing through all tunnels over second crossing Sacramento River west of Elmore, and over all steel bridges in Sacramento Canyon from Lamoine to Cantara.

Sprinklers are to be kept open while train is in motion, where long stops are made they will be closed temporarily to avoid waste of water.

Quoting below Paragraph 1, Decision No. 19458, of the California Railroad Commission, effective March 19, 1928:

(1) Tracks adjacent to icing platforms, having a side clearance of less than 7 ft. 8 in., shall be restricted in use to service of Pacific Fruit Express Company, said service being defined as the operations of icing, heating, ventilating and storage of refrigerator cars at plants of that Company. This restriction is not intended to exclude the operation over such tracks of inbound or outbound trains of mixed consist requiring Pacific Fruit Express platform service, as such operations are now conducted, nor the use of such tracks for the unloading of salt, ice, and heating appliances or fuel for the latter.

Tracks adjacent to P. F. E. icing platforms at Roseville, Klamath Falls, Ashland and Consumers Ice and Cold Storage Company, Sacramento, have side clearances of less than 7 ft. 8 in.

MISCELLANEOUS—SHASTA DISTRICT

Engines of freight trains on descending grades of 1% or over, also westward at Cottonwood, Chiloquin and Lenz, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engine man will place automatic brake valve on lap, then sound one long whistle signal. Helper engine man will then make fifteen pounds reduction of brake pipe pressure. Leading engine man noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engine man that brake pipe has been recharged.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

Engines equipped with pilot plows must not be operated past log landings. Instructions for setting hand brakes at:

DUNSMUIR AND DUNSMUIR YARD

- Passenger Trains..... {Two brakes on east end.
Three brakes on west end.
- Freight Trains..... {Ten brakes on west end.
Ten brakes in center of train.
Five brakes on east end.

ASHLAND

- Passenger Trains..... Two brakes on east end.
- Freight Trains..... {Five brakes on east end.
Five brakes on west end.

KLAMATH FALLS

- Passenger Trains..... {Two brakes on west end.
Two brakes on east end.
- Freight Trains..... {Five brakes on west end.
Five brakes on east end.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls or Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

Trains or yard engines moving on track No. 3, Dunsmuir, will move with caution approaching roundhouse, and will stop before passing turntable if engine is being turned with draw heads extending over end of turntable.

Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

- Red Bluff..... Pioneer Fruit Spur.
- Redding..... Hoefer's and Sterling Lumber Co. Spurs.
- Kennet..... Bridge over High Line Spur.
- Pollock..... Spur.
- Lamoine..... Little Slate Creek Bridge.
- Gibson..... Spur.
- Castella..... Dirigo Industrial Tracks north side of main track.
- Igerna..... Spur.

Weed. Tracks of the Long Bell Lumber Co. at Weed as follows:
Dock 1 and 2 in lumber shed and shed spur. Block Spur.
Factory 2. Factory 3. Track No. 6 in lumber yard.

Engines must not use crossovers to S. V. & E. Ry. or S. V. & E. Ry. storage track east of owner's post at Pitt.

Westward trains, except first-class, will not pass switch located at signal 3225 east end of Dunsmuir; eastward trains, except first-class, will not pass switch located at signal 3202 west end of Dunsmuir yard; and westward trains, except first-class, will not pass switch located at signal 3213 just east of yard office east end of Dunsmuir yard, without instructions from Yardmaster or proceed signal from yardman.

AC 4, 5 and 6 class engines must not be operated on Pacific Fruit and Produce Company's spur or on house track beyond west end of freight platform, Mount Shasta.

The following rules will govern the handling of a passenger train which has parted from any cause on grades between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

Extension to spur at Penoyar in service. Engines hang on to four cars when using this extension.

Deetz. AC and MC class engines may use stem of Wye leading to rock crusher at Deetz as far as Highway crossing but must not go on curved portion of balloon track.

Engines must not operate over following Industrial Tracks:

Ager..... Spur beyond signal just east of road crossing.

Engines heavier than 210 M's on drivers must not be operated on industrial tracks between Bray and Klamath Falls and must use cars from the train when necessary to do the work except consolidation, 4000 and 4200 class engines can use lumber spur back of stock corral Macdoel. Box Factory spur Bray and all spurs Dorris.

When necessary to occupy McCloud River Railroad Company's tracks at Mount Shasta, including the west leg of wye it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

Rear brakemen on freight trains descending grades between Black Butte and Edgewood, Snowdon-Ashland, Grass Lake and Dunsmuir will observe track from rear door of caboose that trains may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track. On four brakemen trains fourth brakeman will be stationed near emergency hose on train, swing brakeman will lride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

Westward freight trains taking siding at Grass Lake, stop east of west switch of house track. East and west house track switches Grass Lake will be normally lined for legs of wye.

On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

Siding at Weed is located east of station building on opposite side of main track. Light engines arriving at Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long, two short."

Engines heavier than 210 M's on drivers must not be operated on industrial tracks between Klamath Falls and Kirk, except engines not heavier than 275 M's on drivers may operate over the following:

- Algoma..... Log Spur and industrial track to box factory switch.
- Modoc Point..... Lamm Lbr. Co. Spur.

Engines must not use spur at Perez. When necessary to handle cars on this spur hold onto sufficient cars to keep engine off spur.

SCALES

Track scale at Matheson is private scale.

MISCELLANEOUS—SACRAMENTO SUB-DIVISION

OPERATION OF TURNTABLE AT NORDEN

Yellow light signals on leads to turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Remove rail locks before attempting to move table.
Properly line table and reset rail locks before moving engine on or off table.
Release brake before moving turntable and do not apply brake unless control handle is in the "off" position.

To Move Turntable: Turn controller handle around to the third or fourth point, allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to "off" position.
Allow turntable to come to a stop before reversing motor.
In case of trouble notify operator at Norden office, who will call maintainer.
Turntable must be left lined and locked for east lead to eastward track.

ALARM BOX LOCATIONS

Box No.	LOCATION	Mile Post
15	300 feet east of east portal Tunnel No. 1.....	...
16	Signal 1707, 500 feet east of west switch Emigrant Gap.....	...
17	150 feet east of crossover Emigrant Gap.....	...
18	Between Smart and Emigrant Gap.....	173
19	Between Smart and Yuba Pass.....	174
21	Between Smart and Yuba Pass.....	175
22	East switch summer siding Yuba Pass.....	...
23	End of shed east portal Tunnel No. 36.....	...
24	West end of center siding Crystal Lake.....	178
25	West end Butte Canyon bridge.....	179
26	200 feet west of west crossover Cisco.....	180
27	End of shed east portal Tunnel No. 39.....	181
28	Between Tamarack and Cisco.....	183
29	1/4 mile west of west switch Troy on No. 1 track.....	...
31	East switch Troy.....	186
32	East end lower Cascade bridge.....	187
33	1/4 mile east of Upper Cascade bridge.....	188
34	East switch of west run-around track on No. 1 track Norden.....	...
35	1000 feet west of west portal Tunnel No. 6.....	193
36	East portal Tunnel No. 6.....	194
37	Between Tunnels No. 8 and No. 9.....	195
38	100 feet east of east portal Tunnel No. 10.....	...
39	West switch Donner.....	...
41	1000 feet east of section house Eder.....	197
42	1/2 mile east of crossover Eder.....	198
43	Between Eder and Andover.....	199
44	Between Eder and Andover.....	199 1/2
45	300 feet west of west portal Tunnel No. 13.....	200
46	Opposite section house Andover.....	...
47	At Andover station.....	201
48	In turntable house Norden.....	...
49	East switch of run-around on No. 2 track Norden.....	...
51	East switch of siding on No. 2 track Norden.....	...
52	West portal Tunnel No. 41.....	...
53	Center of Tunnel No. 41.....	...
54	East portal Tunnel No. 41.....	...

Code signals following box numbers are as follows:
One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide.
Six—Fire.

Ordinarily freight trains from Sacramento Division will enter Sparks freight yard at crossover switch just west of Seventeenth Street and will approach this switch prepared to stop unless route lined and signals indicate proceed.

On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

On ascending grades between Roseville and Sparks, engines may take oil and water without cutting off train at all stations except Gold Run.

Tracks between Sacramento and Roseville numbered and will be used as follows:

- No. 1 Track, by westward trains
- No. 2 Track, by eastward trains.

Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing.

Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6, and 7.

Trains and engines must not pass the switch tenders stations at east end Sacramento River Bridge, Sixth Street and Seventh Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night, and will move with caution between switch stations enumerated above.

Engineers leaving and arriving Sacramento passenger station will refrain from sounding whistle or ringing bell and keep cylinder cocks closed while passing hospital building.

Tracks between Roseville and Sparks numbered and will be used as follows:

- No. 1 Track, via Auburn, by westward trains.
- No. 2 Track, Eastward main track via Auburn, Nevada Street, by eastward trains.
- No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

Eastward freight trains approaching Roseville will not pass Dry Creek to enter Roseville Yard without receiving a green signal (green flag by day, green light by night).

All trains and engines, except scheduled passenger trains, arriving Roseville from the east via Sparks-Roseville line will not pass Lincoln Street, Roseville, to enter Roseville Yard without receiving green signal (green flag by day, green light by night).

All trains and engines, except scheduled passenger trains, arriving Roseville from the east via Gerber-Roseville line, will not pass Lincoln Street, Roseville, to enter Roseville Yard without receiving yellow signal (yellow flag by day, yellow light by night).

Oil spring switch located in eastward main track at east end of east drill track, Roseville.

Spring switch located at M. P. 107.38 is normally lined for main track, and is designated by SS on switch stand target.

Eastward trains moving from drill track will run through switch when lined in normal position.

Maximum speed when moving through switch from drill track 15 miles per hour.

To avoid making reverse movement through switch when leaving drill track, trains will observe position of signal 1074 located three hundred and fifty feet east of switch before fouling eastward main track, and when signal is in stop position stop at clearance point on drill track.

Train moving through switch from drill track and stopping on switch must not make reverse movement nor take slack until switch has been thrown by hand.

Switch may be thrown by hand by keeping steady pressure on switch stand lever until completely thrown and lever latched.

Running switches are prohibited.

When movement made from drill track through switch, reverse movement on main line must not be made until points are completely closed.

Westward movement on main track must not be made over this switch without first stopping and ascertaining that switch is properly lined.

When making westward movement into drill track, switch must be thrown by hand and returned to normal position by hand.

Blow-off cocks, sanders, or injectors must not be used, or boosters operating passing through this switch.

4100 class engines on west side of the valley between Davis and Gerber will not use the following tracks account light rail:

- Merritt..... Warehouse track.
- Mullen..... Siding.
- Woodland..... Team track, Middle track, siding 565 feet opposite depot House track.
- Hershey..... Warehouse track.
- Harrington..... Short siding.

Dunnigan.....	Standard Oil.
Arbuckle.....	Warehouse track.
Genevra.....	Siding.
Macy.....	Spur.
Cortena.....	Siding, Warehouse track, House track.
Maxwell.....	House and corral track, Loading and warehouse.
Delevan.....	Siding, Warehouse track.
Norman.....	Siding, Warehouse spur and corral track.
Logandale.....	Siding.
Riz.....	Spur.
Willows.....	Union Oil, Union Ice, Team and warehouse track, Pump house track, Engine spur, Setout track.
Lyman.....	Spur.
Artois.....	Siding, House track, Warehouse track.
Grapit.....	Siding.
Greenwood.....	Siding.
Orland.....	Engine spur, Oil Spur.
Wyo.....	No. 1 yard track, No. 2 yard track, East Leg wye.
Malton.....	Spur.
Corning.....	Heinz spur.
Tehama.....	House track, Beet spur, Warehouse track.

Mallet, 2-10-2, 4-10-2, AC Mt., GS-I and Mikado engines, must not be operated over the following tracks:

- Rocklin, siding and house track.
 - Penryn, fruit spurs west of station.
 - Newcastle, tracks 3 and 4 (either from crossover leading from main track to No. 3 or from crossover from siding).
 - Flint, Standard Oil spur.
 - Auburn, high line.
 - Nev. St., Auburn, spurs.
 - Clipper Gap, team track east of road crossing.
 - W. New England Mills, spur, west of tool house.
 - W. Applegate, spur.
 - Colfax, material spur in west yard.
 - Magra, spur.
 - Towle, spur.
 - Blue Canon, dump spur, oil spur and Greek spur east of oil column.
 - Spur switch, Eder.
 - Lumber spur switch, Summit.
 - Spur switch, Spruce.
 - Outfit spur switch, Cisco.
 - Crystal Lake, spur on south side of No. 2 track.
 - Spur switches, Yuba Pass.
 - Andover, outfit spur, 3 car lengths back of frog.
 - Donner, 6 car lengths back of frog.
 - Campbell Spur, Cisco, east of corral chute.
- 5000 and 4100 class engines must not use following tracks in Colfax Yard:
- Corral track west of corral,
 - Bunk track,
 - House track and house track lead east of freight house.
- 4100 class engines must not use scale track at Colfax.

Trains picking up Colfax helpers for movement to Emigrant Gap or Norden, must cut same in ahead of the Roseville helper.

Westward freight trains having pick up or set out to be made at Colfax will, whenever it is possible to do so, leave their train east of the east crossover at that point while work is being performed.

On account of storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

Normal position west switch siding at Midas lined for lead to No. 1 track.

Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

5000 and 4100 class engines may operate on west end of team track Colfax to east end of freight house platform, but must not proceed beyond east end of platform.

When torpedoes are used between Blue Canon and Stanford, each torpedo placed, will be duplicated on opposite rail.

Crotch switch at east end of Verdi center siding will be mechanically locked by the derail. Deraill must be open before crotch switch can be operated.

Cars containing live poultry moving west from Sparks must be placed three cars ahead of caboose, Sparks to Truckee and three cars ahead of helper engine from Truckee to Summit.

Normal position turntables on Truckee District will be as follows:

- Blue Canon..... West approach, on account of repair platform on west end.
- Emigrant Gap.... East approach, with motor on east end.
- Cisco..... East approach, with motor on east end.
- Norden..... East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

Trains, motors, engines and cars must be stopped before crossing the highway and must not proceed to cross highway until conductor or other trainman has gone upon the crossing to ascertain if it is safe to do so and until signal to proceed has been given.

Oil trains in valley district when consisting of mixed loads and empties, will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow.

Through trains between Roseville and Gerber will take water at Berg instead of Marysville whenever possible.

Sidings at Nord and Lomo and team track, mill spur and Earl Fruit spur Marysville must not be used by Mikados, Mallets, SP, AC, Mt, GS-I, or 2-10-2 type engines. Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Where cars or engines are to be moved on old Cannery Track over 4th Street, Marysville, flagman must flag the crossing before movement is started over crossing. S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

When using Wye track at Barber, by engine with or without cars, tangent track, continuation of the Wye, must be used and at no time use the Diamond Match Company's track.

Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

Two engines must not be coupled on Stirling City line. Helper engines must be cut back in train.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Trains to and from Stirling City line use yard tracks from passenger station Chico to Chico-Stirling City main track.

Track between station and Stirling City main track, must be kept clear of cars. Westward freight trains when stopping at Chico to perform switching or to take water must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

Account sharp curve Weber spur leading off main track east of Placerville Fruit Growers, in Placerville yard, cannot be used by consolidation engines.

Flint hoppers and box cars must not be placed on spur serving El Dorado Lime & Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Bullard spur from Bullard Junction to Lime Quarry in service. Trains and engines must not exceed 10 miles per hour on this spur. Engines must not pass a point 60 feet east of bunker switch.

Trains must stop and flagmen must precede train over Main Street when making movement on house track at Woodland.

Trains to and from Oroville on Woodland-Oroville line use Marysville siding.

No engine larger than Consolidation engines with 225,000 pounds on the drivers should pass over Trestles 97-A and 97-E on Knights Landing Line.

No train, engine, motor or car shall be operated over county road known as Wilson road at Wilson unless said train, engine, motor or car shall be under control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

Willows-Fruto main track originates at yard limit board located on Willows-Fruto line. Trains to and from Willows-Fruto line use yard tracks from passenger station to Willows-Fruto main track.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line, applies at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

Engines larger than Consolidation type must not use No. 7 track at Newcastle beyond the end of curve or switch leading to lumber spur Newcastle yard.

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

A westward train must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting it to proceed.

Eastward trains authorized to use No. 1 track between Loomis and Newcastle, may proceed on No. 1 track to first crossover switch, located east of the station building at Newcastle.

Nos. 224 and 484 will use No. 4 track, Rocklin to Loomis.

Before using drill track across Victory Highway at Isleton Wharf, train must be under control and traffic on the highway must be protected by member of the crew acting as flagman.

Minimum Clearances for Rotary Plows, Blue Canon East

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

Emergency hose must be used on freight trains between Sparks and Roseville. Trains of 50 cars or less 2 emergency plugs will be used located approximately 20th and 40th cars from engine.

Trains of 50 to 71 cars 3 plugs located approximately between 20th, 40th and 60th cars from engine.

Trains of over 71 to 100 cars 4 plugs located approximately 20th, 40th, 60th and 80th cars from engine.

Trains of over 100 to 124 cars 4 plugs located approximately on the 20th, 40th, 60th and 100th cars from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks but must be applied and removed when necessary by trainmen at intermediate stations.

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	.....	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	.....	23	2	36	33	1	49	43	1	23
12	5	.....	24	2	30	34	1	45	44	1	21
15	4	.....	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	.....	30	2	.....	40	1	30	50	1	12

SPEED RESTRICTIONS

Where maximum speed of 60 miles per hour authorized for passenger trains, maximum speed of 50 miles per hour must not be exceeded on curves.

Engines with water capacity of engine tender 7000 gallons or less, except tender classes 70-R-1 and 70-SC-1, maximum speed of 50 miles per hour must not be exceeded.

Speed of trains handling wooden passenger-carrying cars restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

Trains must not exceed 25 miles per hour on No. 4 track between Rocklin and Loomis.

Slow boards have been placed at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

Passenger trains must not exceed 35 miles per hour on tangent and 30 miles per hour on curves between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

Freight trains must not exceed 20 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

SP-1, SP-2, SP-3, F-3, F-4, F-5, F-6, AM, GS-1, and MM-2 type engines must not exceed 25 miles per hour and AC-4, AC-5, AC-6 type engines must not exceed 28 miles per hour where slow boards restricting speed on curves, show 30 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track, and between Truckee and Sparks on Nos. 1 and 2 tracks where slow boards restricting speed on curves show 28 miles per hour.

AC-4, 5 and 6 type engines must not exceed 25 miles per hour over the following structures:

Bear River Bridge	126-C	1.2 Miles West of Wheatland.
Yuba River Bridge	140-C	2000 feet West of Marysville.
Butte Creek Bridge	175-B	2.8 Miles West of Durham.
Deer Creek Bridge	203-E	.8 Miles East of Vina.
Sacramento River Bridge	210-C	At Tehama.
Clear Creek Bridge at Girvan.		Stoney Creek 166-D and 166-E between
Cache Creek 89-A between Woodland and Yolo.		Orland and Wyo.
		Thomas Creek 182-A between Richfield and Tehama.

Mt. 1, 2, 3, 4, 5 class engines must not exceed 28 miles per hour where slow boards restricting speed on curves show 30 miles per hour.

MC 2, 4, 6 and AC 1, 2 and 3 class engines must not exceed 20 miles per hour on curves.

Motors backing through yards and over highway crossings must not exceed 10 miles per hour.

Relief trains with steam derrick must not exceed 15 miles per hour over Colusa, Sutter Basin, River Farms, Stirling City, Walnut Grove, and Placerville lines.

Relief trains with steam derrick must not exceed 25 miles per hour and will be governed by other speed restrictions.

Fire trains and flangers operating between Lawton and Loomis must not exceed 30 miles per hour and be governed by other speed restrictions.

Speed of fire trains, with water cars full, must not exceed 25 miles per hour in forward direction.

Speed of fire trains, with water cars less than three quarters full, must not exceed 20 miles per hour in forward direction. Water cars must be kept full when possible.

Trains handling loaded Flint hoppers must not exceed 25 miles per hour.

At intermediate stations where mail is dispatched while trains are in motion, speed must be reduced sufficiently to avoid injury to passengers or others who may be standing on station platforms.

Train No. 8 will reduce speed sufficiently passing Orland that mail pouches may be thrown into mail car, there being more mail pouches than can be placed on mail crane.

SPECIAL INSTRUCTIONS—Continued

Eastward first-class trains must not exceed 30 miles per hour from yard limit board located one thousand feet west of west switch at Antelope to signal 1046, from signal 1046 to mile post 108 on Roseville-Sparks line, 20 miles per hour.

Westward first-class trains from mile post 108 Roseville-Sparks line to signal 1049 20 miles per hour. From signal 1049 to Antelope station 30 miles per hour.

Freight trains on descending grades must not exceed 15 miles per hour while passing passenger trains.

When necessary for locomotive cranes to move in trains with flexible or swivel truck trailing, the speed of the train must not exceed 18 miles per hour.

Trains must not exceed 25 miles per hour entering or moving through controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals.

Trains must not exceed 25 miles per hour from Yuba River bridge to Feather River bridge, Marysville, and from east yard limit board Chico to west switch Chico Siding. Eastward trains using No. 2 track must not exceed 12 miles per hour from Signal Bridge just west of Passenger Station Sparks to yard office at Sparks.

Engines must not exceed 8 miles per hour on balloon track at Lake Tahoe.

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

Consolidation engines must not exceed 15 miles per hour between Wyo and Hamilton.

Trains must not exceed 12 miles per hour over railroad crossing Bridge Street east of Yuba City station.

Trains must stop within 200 feet of S. N. R. R. crossing at Yuba City and at Knights Landing drawbridge before crossing.

Trains will pass over S. P. R. R. crossing at Grace with caution.

Consolidation engines must not exceed 30 miles per hour between Yuba City and Woodland.

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over on Placerville line.

Engines using Mather Field Spur must not exceed 10 miles per hour.

Trains must not exceed 15 miles per hour over trestle 112-A on Grace-Josephine line.

When necessary to operate 5000 class engines on Stirling City line to the Sacramento Northern transfer at Chico, speed must not exceed 10 miles per hour.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

Trains must not exceed 20 miles per hour on Dantoni line between Dantoni Junction and Dantoni.

Freight trains must not exceed 12 miles per hour on curves between Kurand and Fruto.

Trains must not exceed 10 miles per hour between initial switch of spur to Hood Wharf and Hood Wharf.

Trains must pass over S. N. R. R. crossing 9th Street, Chico, with caution.

Trains and engines must not exceed 20 miles per hour between west end Sacramento River Drawbridge and 15th Street, Sacramento.

Engines being hauled in trains or running under own steam must not exceed:

When main rod only is removed.....30 miles per hour

When side rods only are removed.....30 miles per hour

When both main and side rods are removed.....20 miles per hour

Trains must not exceed 10 miles per hour from Isleton to end of track two and one half miles east.

Trains must not exceed fifteen miles per hour Klamath Falls yard between Sixth Street Viaduct and Main Street crossing.

Passenger trains must not exceed 8 miles per hour when using house track Algoma.

Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains.

Yard engines dead in train or running under own steam, must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

Engines using wye at Hornbrook must not exceed speed of 8 miles per hour.

Eastward trains must not exceed 15 miles per hour over switch at Barnard and 10 miles per hour when making switching moves.

Trains handling logs must not exceed six miles per hour through tunnels and over the following bridges:

Sprague River Bridge, West of Chiloquin.

Dry Canyon Viaduct between Hotlum and Bolam.

Klamath River bridge, east of Klamathon.

All crossings over Sacramento River except 2nd, 4th, 5th, 14th, 15th, 17th and 18th crossings.

Speed must be reduced to fifteen miles an hour when delivering ice, mail or bundles of papers.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

Miles per hour

Table with 2 columns: Location and Speed (Miles per hour). Locations include Woodland, Main and Court Sts., Willows, Orland, Corning, Roseville, Lincoln St., Red Bluff, Redding, Chiloquin, Klamath Falls, Main St.

Table with columns: Pages, Between, PASSENGER (Maximum, With SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MM-2 and AM Engines, With AC-1, 2, 3, 4, 5, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., C-11, 12, 14, 15, 17 and TW Engines, With Other Type Engines), FREIGHT (Freight and Mixed, Maximum, With MC-1, 2, 4, and 6 Engines, Engines and Motors Backing), All Trains (City Ordinance), LIGHT ENG. RUNNING FORWARD (SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MK-5, 6, 8 and 9; GS-1, MT-1, 2, 3, 4, 5, 6, 7, 8, 9, E, M, T, A and P; Types C-2 to C-10 and C-18 to C-23 inc.; C-11, 12, 14, 15, 17, TW, MC Class MK-2, 4, MM-2, AM, AC-1, 2, 3, 4, 5, 6). Rows list various routes like Colfax-Truckee, Truckee-Sparks, Reno, Sacramento-Roseville, etc.

Table with columns: Page No., Between, PASSENGER (Maximum, With T 1, 2, 7 to 23, 28, 31, 34, 36 M, MK 5 to 9 Engines, With C 2 to 10, C 18 to 29, F 1 Engines, With C 11, 12, 14, 15, 17 TW, MK 2 and 4, G.N.Ry. F 5 Engines, With F 3, 4, 5, 6, AM, MM, AC 4, 5, 6, S.P. 1, 2, 3 Engines, With AC 1, 2, 3, MC 2, 4, 6 Engines), FREIGHT AND MIXED (Maximum, With AC 1, 2, 3, MC 2, 4, 6 Engines, With Engine Running Backward), LIGHT ENGINES (Running Forward: Maximum, MT, C 2 to 10, C 18 to 29, MK 5 to 9, F 1, 3, 4, 5, 6, S.P. 1, 2, 3, AC 4, 5, 6 AM, C 11 to 17 TW, MK 2 and 4, MM, G.N.Ry. F 5, AC 1, 2, 3, MC 2, 4, 6), All Classes, Running Backward. Rows list routes like Gerber and M. P. 216.5, M. P. 216.5 and Redding, Redding and one mile east of Middle Creek, etc.

SPECIAL INSTRUCTIONS

LOCATION OF STRETCHERS

Sacramento.....Hospital	Knights Landing.....Freight House	Penryn.....Baggage Room	Gerber Mt. Shasta	Ashland
".....Baggage Room	Woodland.....Baggage Room	Newcastle....." "	Redding Weed	Klamath Falls
Fair Oaks.....Freight House	Williams....." "	Auburn....." "	Kennet Montague	Crescent Lake
Hood....." "	Willows (2)....." "	Colfax....." "	Dunsmuir Hornbrook	Alturas
Walnut Grove.....Baggage Room	Roseville.....Power House	Dutch Flat....." "	Dunsmuir Yard	Alturas Yard
Lincoln....." "	".....Car Dept.	Towle....." "	HOSPITALS GENERAL.....SAN FRANCISCO EMERGENCY.....SACRAMENTO ".....ROSEVILLE ".....GERBER ".....SPARKS	
Wheatland....." "	".....Yard Office	Blue Canon (2)....." "		
Marysville....." "	".....Station	Cisco....." "		
Gridley....." "	".....Hospital	Norden....." "		
Biggs....." "	".....Store Dept.	Truckee (3)....." "		
Chico (2)....." "	Rocklin.....Baggage Room	Floriston....." "		
Oroville....." "	Loomis....." "			

Mile Post	LOCATION	DESCRIPTION
WYO-HARRINGTON		
120.8	Grimes.....	Water Spout.....Overhead
145.9	Princeton.....	Water Spout.....Overhead
150.4	Codora.....	Warehouse.....Side
165.9	Rotavele.....	Elevator.....Side
177.4	Hamilton.....	Boiler House of sugar factory.....Side
177.4	Hamilton.....	Shed over beet unloading track.....Overhead
DAVIS-OROVILLE		
111.4	Tudor.....	Water Tank.....Side
112.4	Abbot.....	Earl Fruit Co. bldg. siding.....Side
120.4	Yuba City.....	S.N.R.R. trolley wire, E. of depot.....Overhead
135.0	Honcut.....	Station platform.....Side
135.0	Honcut.....	Brown's Warehouse.....Side
147.9	Oroville.....	C. L. Bills cement warehouse.....Side
147.9	Oroville.....	Olive Produce Co. porch.....Side
147.9	Oroville.....	Ice House platform.....Side
SACRAMENTO-PLACERVILLE		
91.5	Sacramento, 23rd & R.....	Contractors' spur, building.....Side
94.8	Brighton.....	Unloading pit center of track A. Teichert Co. spur.....
95.9	Perkins.....	Perkins' Store.....Side
98.9	Mayhew.....	Humphrey Packing house platform.....Side
98.9	Mayhew.....	Earl Fruit Co. platform.....Side
122.3	Moynihan.....	Rock Cut.....Side
126.4	Latrobe.....	Rock Cut.....Side
126.5	E. of Latrobe.....	Rock Cut.....Side
128.6	E. of Latrobe.....	Rock Cut.....Side
148.7	Placerville.....	Water Tank.....Side
SACRAMENTO-ISLETON		
92-B	.....	Bridge.....Side
93.0	Charles.....	Stock Chutes at 93-A.....Side
	Snodgrass Slough.....	Bridge.....Side
113.4	Walnut Grove.....	Pacific Fruit Bldg.....Side

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
SACRAMENTO YARD		
	Sacramento River Bridge.....	Side
	Shop Yard.....	Oil House West of Store No. 1.....Side
	Shop Yard.....	Sand spurs Nos. 1 and 2.....Overhead
	Shop Yard.....	Track No. 2, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 3, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 4, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 5, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 9, Car Shop No. 9. Overhead & Side
	Shop Yard.....	Roundhouse spur.....Side
	Shop Yard.....	Track No. 2 Bone Yard Track.....Side
	Shop Yard.....	Track No. 3 Laundry.....Side
	Shop Yard.....	Track No. 2 Scrap Dock.....Side
	Shop Yard.....	Track No. 3 Scrap Dock.....Side
	6th and H Streets.....	Western Meat spur.....Side
	6th Street.....	New Foundry Track.....Side
	6th Street.....	Coke spur.....Side
	6th Street.....	Foundry Track 6th Street.....Side
	R between 11th & 12th.....	Lawrence Warehouse.....Side
	R between 21st & 22nd.....	Barley spur Buffalo Brewery.....Side
	R between 21st & 22nd.....	Buffalo Brewery spur.....Overhead & Side
	25th & R.....	Unloading pit, Sacramento Rock and Sand Co.....Side
	B between 11th & 12th.....	Phoenix Mill spur.....Side
	B between 8th & 9th.....	Consumers Ice Co. Track.....Side
	3rd to 6th Streets.....	Track No. 4 Rolling Mill.....Side
	6th Street.....	Water Tank.....Side
	15th & N. B. Streets.....	Unloading pit center of Track, Golden Gate Atlas spur.....Side
	13th & 14th on B St.....	Unloading pit center of Track, Clark and Henry spur.....Side
	4th & R Streets.....	Sacramento Vegetable Growers Assn.....Side
	5th & R Streets.....	Virden Packing Co. spur.....Overhead & Side
	Front St. between M & N.....	Sacramento Northern Guy Pole.....Side
	Walnut Grove Connection.....	2nd Street to Front St. Yard.....Overhead
	Front St. between H & I.....	Stulsaft spur.....Overhead
	Between tracks No. 1 and No. 2.....	South end of old freight shed.....Front St. Side
	Between tracks No. 2 and No. 3.....	South end of new freight shed.....Front St. Side
	American River Bridge.....	Side
ROSEVILLE-SPARKS—EASTWARD		
106.6	Roseville.....	Icing track, PFE track No. 2 and New Icing track, PFE Plant.....Side
106.6	Roseville Yard.....	Track No. 3, Heavy Rip.....Side
106.6	Roseville Yard.....	Track No. 4, Heavy Rip.....Side
106.6	Roseville Yard.....	Track No. 5, Heavy Rip.....Side
106.6	Roseville Yard.....	Track No. 6, Heavy Rip.....Side
106.6	Roseville.....	P. F. E. Icing Tracks Nos. 0-1-2-3.....Side
110.6	Rocklin.....	Kesty Quarry spur.....Overhead
110.6	Rocklin.....	Henderson Quarry spur.....Overhead & Side
110.6	Rocklin.....	Pernu Quarry spur.....Overhead
110.6	Rocklin.....	Elickson Quarry spur.....Overhead
110.6	Rocklin.....	Cal. Granite spur, Rocklin, Quarry.....Side
110.6	Rocklin.....	Stock Chute on Corral Track.....Side
114.2	E. of Rocklin.....	Antelope Creek bridge.....Side
114.7	E. of Rocklin.....	Tunnel No. 15.....Side & Overhead
117.3	E. of Rocklin.....	Tunnel No. 16.....Side & Overhead
120.5	E. of Lincoln Ave., Penryn.....	Tunnel No. 17.....Side & Overhead
122.7	E. of Newcastle.....	Tunnel No. 18.....Side & Overhead
123.1	E. of Newcastle.....	Tunnel No. 19.....Side & Overhead
124.6	E. of Newcastle.....	Tunnel No. 20.....Side & Overhead
131.2	E. of Nov. St., Auburn.....	Tunnel No. 21.....Side & Overhead
132.7	E. of Bowman.....	Tunnel No. 22.....Side & Overhead
132.7	E. of Clipper Gap.....	Tunnel No. 23.....Side & Overhead

Mile Post	LOCATION	DESCRIPTION
ROSEVILLE-SPARKS—EASTWARD—Continued		
132.9	E. of Clipper Gap.....	Tunnel No. 24.....Side & Overhead
133.1	E. of Clipper Gap.....	Tunnel No. 25.....Side & Overhead
133.3	E. of Clipper Gap.....	Tunnel No. 26.....Side & Overhead
133.8	E. of Clipper Gap.....	Tunnel No. 27.....Side & Overhead
134.8	E. of Applegate.....	Tunnel No. 28.....Side & Overhead
135.9	E. of Applegate.....	Tunnel No. 29.....Side & Overhead
138.7	E. of N. E. Mills.....	Tunnel No. 30.....Side & Overhead
139.2	E. of Lander.....	Tunnel No. 31.....Side & Overhead
139.4	E. of Lander.....	Tunnel No. 32.....Side & Overhead
141.7	Colfax.....	Automatic Signal Nos. 1420, 1421 & 1425. Side
141.7	Colfax.....	Water Col. W. of Station W. B.....Side
141.7	Colfax.....	PFE Icing Platform.....Side
145.3	E. of Colfax.....	Tunnel No. 33.....Side & Overhead
144.7	E. of Colfax.....	Tunnel No. 34.....Side & Overhead
152.2	Gold Run.....	Mail Crane.....Side
152.2	Gold Run.....	Water Tank West end of Yard.....Side
152.4	E. of Gold Run.....	Oil & Water columns.....Side
165.5	Blue Canon.....	Water Columns.....Side
208.0	Truckee.....	Roundhouse portals.....Side
208.0	Truckee.....	Oil sump doorways.....Side
242.9	Reno.....	Transfer track.....Side
242.9	Reno.....	Buffalo Brewing Co. platform.....Side
164.3	Knapp.....	Tunnel No. 1.....Side & Overhead
164.8	Knapp to Andover.....	Snow sheds.....Side & Overhead
SPARKS-ROSEVILLE—WESTWARD		
164.8	Andover to Knapp.....	Snow sheds.....Overhead & Side
195.7	West of Donner.....	Tunnel No. 12.....Overhead & Side
195.4	West of Donner.....	Tunnel No. 11.....Overhead & Side
195.1	West of Donner.....	Tunnel No. 10.....Overhead & Side
194.9	West of Donner.....	Tunnel No. 9.....Overhead & Side
194.3	West of Donner.....	Tunnel No. 8.....Overhead & Side
194.1	West of Donner.....	Tunnel No. 7.....Overhead & Side
193.7	West of Donner.....	Tunnel No. 6.....Overhead & Side
181.0	West of Tamarack.....	Tunnel No. 4.....Overhead & Side
180.7	West of Tamarack.....	Tunnel No. 3.....Side & Overhead
164.3	West of Knapp.....	Tunnel No. 1.....Overhead & Side
132.6	W. of Applegate.....	Tunnel No. 0.....Side & Overhead
124.5	Auburn.....	Ford & Son Warehouse, hill track.....Side
124.5	Auburn.....	Lowell Warehouse, hill track.....Side
124.5	Auburn.....	Fruit House Track, hill track.....Side
124.5	Auburn.....	Hse. Track, Auburn I. & C. siding.....Side
124.5	Auburn.....	Hse. Track, Ford & Son, Whse. siding.....Side
122	W. of Flint.....	Cut West of 122.....Side
120.1	Newcastle.....	Cut West of 122-G.....Side
113.9	Loomis.....	Cut West of 122-H.....Side
113.9	Loomis.....	Bloomer Cut.....Side
113.9	Loomis.....	Tunnel No. 18.....Side & Overhead
94.9	Ben Ali.....	No. 1 Hill track, Earl Fruit Co.....Side
117.0	Lincoln.....	No. 1 Hill track, Law Bros., Fruit Hse.....Side
140.8	Marysville.....	Cannon Phillips spur.....Overhead & Side
140.8	Marysville.....	Diamond Match Co., Lumbershed.....Side
140.8	Marysville.....	Clayton.....Overhead
140.8	Marysville.....	Stockton Fire Brick Co., spur.....Overhead
140.8	Marysville.....	W. T. Ellis Warehouse.....Side
140.8	Marysville.....	Buckeye Mill platform.....Side
140.8	Marysville.....	Yuba Construction Co., platform.....Side
140.8	Marysville.....	Rice Mill Siding.....Side & Overhead
161.4	Biggs.....	
SACRAMENTO-GERBER		
84.9	Woodland.....	West end of Globe Rice Mill Overhead & Side
124.2	Williams.....	Bartlett Water Co., shed platform.....Side
124.2	Williams.....	Stoval-Wilcox Wholesale platform.....Side & Overhead
124.2	Williams.....	Williams Warehouse Co., platform.....Side
133.0	Maxwell.....	Water Tank.....Side

M.P.	BETWEEN	Structure	Height	Crossing
	Redding.....	North Street.....	Bridge.....	21' 8"
276.6	Kennet.....	Pitt.....	Tunnel No. 2.....	17' 10"
278.9	Pitt.....	Morley.....	Tunnel No. 3.....	18' 2"
286.4	Elmore.....	Antler.....	Bridge No. 3.....	21' 11"
288.9	Pollock.....	Antler.....	Tunnel No. 6.....	21' 2"
295.6	Smithson.....	Delta.....	Tunnel No. 7.....	18' 6 1/2"
299.8	Delta.....	Lamoine.....	Tunnel No. 8.....	18' 2"
301.8	Lamoine.....	Gibson.....	Bridge No. 6.....	21' 9"
302.2	Lamoine.....	Gibson.....	Bridge No. 7.....	21' 5"
305.3	Gibson.....	Fisher.....	Bridge No. 8.....	21' 6"
305.4	Gibson.....	Fisher.....	Tunnel No. 9.....	17' 11"
306.7	Fisher.....	Sims.....	Bridge No. 9.....	21' 6"
307.0	Fisher.....	Sims.....	Tunnel No. 10.....	18' 1"
308.6	Fisher.....	Sims.....	Bridge No. 10.....	21' 6"
308.9	Gibson.....	Sims.....	Bridge No. 11.....	21' 6"
310.3	Sims.....	Flume.....	Bridge No. 12.....	23' 9"
317.8	Castle Rock.....	Castle Crag.....	Bridge No. 15.....	21' 7"
325.0	Shasta Retreat.....	Shasta Springs.....	Bridge No. 16.....	21' 10"
329.4	Cantara.....	Mott.....	Tunnel No. 12.....	18' 10 1/2"
390.9	Klamathon.....	Hornbrook.....	Bridge.....	21' 6 1/2"
411.3	White Point.....	Siskiyou.....	Tunnel No. 13.....	18' 00"
414.6	Viaduct.....	Wall Creek.....	Tunnel No. 14.....	18' 7"
415.2	Viaduct.....	Wall Creek.....	Tunnel No. 15.....	18' 4"
419.9	Steinman.....	Mistletoe.....	Tunnel No. 16.....	18' 0"
407.8	Dorris.....	Calor.....	Tunnel No. 1.....	21' 2"
410.0	Dorris.....	Calor.....	Tunnel No. 2.....	21' 2"
427.1	Texum.....	Klamath Falls.....	Highway Bridge	21' 9"
456.0	Lobert.....	Chiloquin.....	Bridge.....	23' 7"

SHASTA-DISTRICT

Steinman water tank, impaired side clearance.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing these points and that they must protect themselves from injury.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. W. W. Cress	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. O. Turner	Oculist.
Roseville	Dr. L. E. Jones	District Surgeon.
Roseville	Dr. Lucas W. Empey	Associate District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. R. C. Atkinson	District Surgeon.
Dutch Flat	Dr. E. A. Bryan	District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	District Surgeon.
Reno	Dr. C. W. West	District Surgeon.
Reno	Dr. M. R. Walker	Assistant District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Thos E. Lerner	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. Geo. W. Hemminger	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	Associate District Surgeon.
Los Molinos	Dr. J. H. Belyea	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Woodland	Dr. H. D. Lawhead	Consulting Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. N. M. Salter	District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon.
Willows	Dr. C. W. Lund	District Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Stirling City	Dr. A. L. Derbyshire	District Physician and Surgeon
Orland	Dr. T. H. Brown	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Philip B. Hoffman	District Surgeon.
Walnut Grove	Dr. V. W. Pallesen	District Surgeon.
Isleton	Dr. J. H. Leimbach	District Physician and Surgeon.
Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Dunsmuir	Dr. J. T. Steele	District Surgeon.
Dunsmuir	Dr. J. R. U. Campbell	Associate District Surgeon.
Mt. Shasta	Dr. Jas. B. McGuire	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hilt	Dr. Jos. Langer	District Surgeon.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Red Bluff	Dr. F. L. Doane	District Surgeon.
Cottonwood	Dr. R. G. Frey	Emergency Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. D. Sewall	Acting District Surgeon.
Dorris	Dr. W. C. McBride	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Surgeon.
Klamath Falls	Dr. Chas. V. Rugh	Assistant District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. E. D. Lamb	Assistant District Surgeon.
Chiloquin	Dr. Marvin Nerseeth	District Surgeon.
Alturas	Dr. John Stille	District Surgeon.
Lakeview	Dr. C. E. Leithead	District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
M-4	M-63 20/28 126	1615 to 1719	190	4300	1050	690	1650	800	3400	1250	780	3750	2300		
M-4	M-63 20/28 128 S														
M-4	M-63 20/28 135 S	1725 to 1769, 1780 to 1803	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-6	M-63 21/28 150 S														
M-6	M-63 21/28 153 S	1823 to 1825	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-9	M-63 21/28 150 S														
M-9	M-63 21/28 156 S	1806 to 1822	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-1	T-63 20/28 112														
T-26	T-69 21/28 152 S	2235 to 2271	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156 S-163 SF														
T-28, 31	T-63 22/28 162 S	2283 to 2300	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-32	T-69 23/28 174 S														
C-11	C-51 22/28 152	2301 to 2310	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
C-12	C-50 20/28 164														
C-9, 10	C-57 22/30 200 SF	2311 to 2362	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450		
C-9, 10	C-57 22/30 194 S														
C-8	C-57 22/30 192 S	2363 to 2370	210	5150	1700	1150	2600	1300	5200	2000	1300	5800	3550		
C-5	C-57 22/30 187 S														
C-5	C-57 22/30 185 S	2624 to 2679	200	5950	1450	970	2300	1100	4650	1750	1100	5150	3150		
C-5	C-57 22/30 180														
C-5	C-57 22/30 178	2680 to 2693	180	5100	1250	850	1950	1100	3950	1500	960	4450	2700	500	950
TW-1	TW-54 22/26 147														
TW-8	TW-54 21/32 161 S	2900 to 2913	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000	400	740
TW-4	TW-56 20/30 120														
A-3	A-81 20/28 112 S-116 SF	2914 to 2921, 2923	160	3900	970	640	1500	830	3050	1150	720	3400	2050	400	740
A-3	A-81 20/28 120/B-64 SF														
Mk2-4	Mk57 23 1/30 206 S	3025 to 3040, 3042 to 3071	210	3800					2950						
Mk2-4	Mk57 23 1/30 222SF-230SF														
Mk5, 6	Mk63 26/28 210 S-231 SF	3025 to 3040, 3042 to 3071	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050		
F-1	F-63 27 1/32 273 S														
F-4, 5	F-63 29 1/32 306/B-61 SF	3200 to 3240	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4550		
F-5	F-63 29 1/32 306/B-62 SF														
AC-1,2,3	AC-57 23 3/10 3441 SF	3241 to 3277	200	9650	2450	1650	3750	2100	7550						
AC-4	AC-63 24 3/8 3447 SF														
AC-5	AC-63 24 3/8 3448 SF	3600 to 3652	200	11000	2750	1850	4300	2400	8600						
AC-6	AC-63 24 3/8 3451 SF														
MM-2	MM-63 25 3/8 3320 SF	3668 to 3763	210	13300	3400	2300	5200	3000	10400						
AM-2	AM-63 25 3/8 3320 SF														
MT-1,3,4,5	MT-73 28/30 246/B-60 SF	3764 to 3768	235	17350	4450	3050	6800	3900	13600						
SP-1	SP-63 28 5/8 316/B-60 SF														
SP-2, 3	SP-63 28 5/8 317/B-61 SF	4000 to 4048	250	18500	4800	3250	7300	4150	14500						
P-1, 3, 5	P-77 22/28 141 S														
P-1	P-77 22/28 152 SF	4100 to 4109	200	10350	2600	1750	4050	2250	8100						
P-1	P-77 22/28 160/B-54 S														
P-1	P-77 22/28 163/B-54 SF	4110 to 4125	210	12150	3150	2100	4800	2700	9550						
P-4	P-77 23/28 155/B-58 SF														
P-8, 10	P-73 25/30 181 SF	4126 to 4150	210	8950	2150	1400	3400	1850	6950						
P-8, 10	P-73 25/30 183/B-63 SF														
GS-1	GS-73 27/30 262/B-104 SF	4200 to 4211	225	12950	3300	2200	5050	2850	10150						
		2400 to 2427	210	4850	1100	700	1800	950	3800	1350	810	4300	2550		
		2400 to 2437	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800		
		2461 to 2474, 2478 to 2483	200	6750	1550	990	2550	1350	5250						
		2475, 2484 to 2491	250	9550	2250	1450	3600	1950	7450						
		Allowance for Empty and Under-loaded Cars													
		Less than 40 M's	6	6	3	6	3	6	3	6	3	6	6	6	6
		40 M's to 50 M's	3	3	0	3	0	3	0	3	0	3	3	3	3
		More than 50 M's	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of trains East with two or more locomotives classes AC-4, 5 and 6 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of locomotives used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
 "T"—Ten-wheelers
 "MM"—Mallet Mogul
 "AC"—Articulated Consolidation
 "A"—Atlantic Type

"M"—Moguls
 "Mk"—Mikado
 "TW"—Twelve-wheelers
 "MC"—Mallet Consolidation
 "MT"—Mountain Type
 "GS"—Golden State

"E"—Eight-wheelers
 "P"—Pacific Type
 "F"—Two-ten-two Type
 "SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 22 30

RATING OF LOCOMOTIVES—Continued

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood	Snowdon to Edgewood	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls	Klamath Falls to Crescent Lake	Klamath Falls to Alturas	Alturas to Klamath Falls
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
T-1	T-63 20/28 112	2235 to 2271	180	410	680	1300	910	1200	2350	2600	1050	1600	3250	1850	1550	660
T-26	T-69 21/28 152-S	2283 to 2300	200	590	800	1350	1500	1500	1500	1350	2000	4100	2350	.....	.....	.....
T-23	T-63 21/28 156-S-163-SF	2301 to 2310	210	700	1000	1950	1350	1750	3450	3800	.....	.....	.....	.....	.....	.....
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2100	1500	1950	3750	4150	1750	2600	5250	3050	2450	1050
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	800	1250	2400	1650	2150	4200	4600	1950	2950	5850	3400	2750	1200
C-9, 10	C-57 22/30 194-S															
C-8	C-57 22/30 192-S															
C-5	C-57 22/30 187-S															
C-5	C-57 22/30 185-S															
C-5	C-57 22/30 180															
C-5	C-57 22/30 178	2680 to 2693	200	690	1100	2100	1450	1950	3750	4100	1700	2550	5150	3000	.....	.....
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1050	2000	1400	1850	3500	3900	1650	2500	5000	2900	2300	1000
MK-2, 4	MK-57 23 1/30 206-S	3200 to 3240	210	930	1450	2800	1950	2500	4900	5400	.....	.....	.....	.....	.....	.....
MK-2, 4	MK-57 23 1/30 222-SF-230-SF	3241 to 3277	210	970	1550	2950	2050	2750	5300	5800	.....	.....	.....	.....	.....	.....
MK-5, 6	MK-63 26/28 210-S-231-SF															
F-1	F-63 27 1/32 273-S	3600 to 3652	200	1150	1800	3300	2450	3200	6100	6700	2800	4300	8000	4950	.....	.....
F-4, 5	F-63 29 1/32 306/B-61-SF	3668 to 3763	200	1250	2000	3950	2600	3650	6950	7650	3200	4900	8000	5650	4850	2150
F-5	F-63 29 1/32 306/B-62-SF	3764 to 3768														
F-6	F-63 29 1/32 314/B-61-SF	3769														
AC-1, 2, 3	AC-57 22 1/30 441-SF	4000 to 4048	210	1600	2500	4750	3350	4450	8000	8000	4000	5900	8000	6800	5550	2500
AC-4	AC-63 22 1/30 475-SF	4100 to 4109	235	2100	3250	6200	4350	5800	8000	8000	5200	7700	8000	8000	.....	.....
AC-5	AC-63 22 1/30 483-SF	4110 to 4125														
AC-6	AC-63 22 1/30 517-SF	4126 to 4150														
MM-2	MM-63 22 1/30 320-SF	4200 to 4211	200	1200	1900	3600	2550	3400	6450	7100	3050	4500	8000	5250	.....	.....
AM-2	AM-63 22 1/30 320-SF	4200 to 4211	210	1500	2300	4350	3050	4050	7650	8000	3650	5400	8000	6200	.....	.....
MT-1, 3, 4, 5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1650	3350	2300	2850	6200	6850	2500	3850	7800	4500	.....	.....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	.....	1750	3550	.....	3000	6450	7100	2700	4050	8000	4800	.....	.....
SP-1	SP-63 22 1/30 316/B-60-SF	5000 to 5015	225	1450	2300	4750	3150	4300	8000	.....	3650	5400	8000	6250	5550	2450
SP-2, 3	SP-63 22 1/30 317/B-61-SF	5016 to 5048														

Allowance for Empty and Underloaded Cars	Less than 40 M's	3	3	3	3	3	3	6	6	3	3	6	6	6	3
	40 M's to 50 M's	0	0	0	0	0	0	3	3	0	0	3	3	3	0
	More than 50 M's	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRAINMASTERS

E. C. PEARCE.....SACRAMENTO, CAL. H. A. SPRAGUE.....KLAMATH FALLS, ORE.
 C. C. FISHER.....SACRAMENTO, CAL. J. B. STARBUCK.....DUNSMUIR, CAL.
 M. L. JENNINGS.....ROSEVILLE, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE.....Chief Train Dispatcher.....SACRAMENTO, CAL. C. N. JONES.....Assistant Chief Train Dispatcher.....SACRAMENTO, CAL.
 T. F. CUSTER.....Chief Train Dispatcher.....DUNSMUIR, CAL. P. B. BELL.....Assistant Chief Train Dispatcher.....DUNSMUIR, CAL.
 D. A. NEELLEY.....Assistant Chief Train Dispatcher.....SACRAMENTO, CAL.

ROAD FOREMEN OF ENGINES

F. E. KEENAN.....SACRAMENTO, CAL.
 W. C. DAVIS.....DUNSMUIR, CAL.

EXAMINER

W. S. HOOSON.....SACRAMENTO, CAL.

E. F. NASSOY, Assistant Superintendent

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	.....	.....
—66 ft.	127,610	.....	.....
—70 ft.	122,620	.....	.....
—70 ft. (With Auto. End Door)	125,800	.....	.....
—(Dynamo)	98,730	.....	.....
Baggage & Mail—60 ft.	103,620	.....	.....
—69 ft.	124,760	.....	.....
—70 ft.	129,140	.....	.....
Baggage & Passenger	108,675	.....	.....
Express Refr.—N. P. Ry.	.....	112,640	76,320
—G. N. Ry.	.....	74,000	60,000
—A. R. E. No. 40-154	.....	78,000	70,000
—155-224	.....	89,000	.....
—500-506	.....	110,000	.....
—1101-1175	.....	85,000	.....
—P. F. E. 500-799	.....	83,000	.....
Tea & Silk	.....	.....	48,180
Express, Horse	133,050	.....	81,033
Postal	112,120	.....	.....
—40 ft.	74,530	.....	.....
Postal Storage—40 ft.	105,120	.....	.....
—60 ft.	146,210	.....	.....
Club	170,700	155,370	109,370
Official	100,620	.....	84,740
Chair—60 ft.	163,900	.....	.....
—74 ft.	98,130	.....	.....
Coaches—60 ft.	137,640	.....	.....
—70 ft.	139,660	.....	.....
—72 ft.	148,040	.....	.....
—73 ft.	148,040	.....	.....
—72 ft. (Interurban)	120,000	.....	81,210
All-Day Lunch—Chair	105,970	.....	.....
—Coach	103,875	.....	.....
Cafe Coach	.....	138,600	.....
Diner—70 ft.	.....	135,930	131,040
—72 ft.	155,330	146,930	134,530
—77 ft. (Arch Type Roof)	156,000	.....	.....
—77 ft. (Clerie Story Roof)	161,520	165,530	.....
—79 ft.	169,100	.....	.....
—80 ft.	175,200	.....	.....
Cafe Parlor	148,950	161,200	.....
Lounge	173,000	.....	.....
Observation—75 ft.	154,400	.....	.....
—77 ft.	173,300	.....	.....
Pullman—Observation	164,600	153,000	.....
—Observation Lounge	171,200	.....	.....
—Lounge	168,700	.....	.....
—Parlor	155,600	147,500	.....
—Bedroom Car	167,600	.....	.....
—Standard Sleeper	164,600	144,000	.....
—Tourist	140,600	133,000	.....
Rail Car—Gas-Electric, 400 H. P.	158,400	.....	.....
—Gas-Electric, 600 H. P.	167,200	.....	.....
—McKeen—55 ft.	64,140	.....	.....
—70 ft.	71,530	.....	.....
Observation (Open Top)	.....	.....	62,000

MILEAGE

Main Lines	
End Western Division to Sacramento	S. P. R. R. 29
Sacramento to Lawton	C. P. Ry. 147.73
At Elvas	C. P. Ry. .31
Polk to Elvas	C. P. Ry. 4.63
Davis to Tehama	S. P. R. R. 109.71
Roseville to Gerber	C. P. Ry. 105.92
Gerber to California-Oregon State Line	C. P. Ry. 191.60
California-Oregon State Line to Ashland	S. P. Co. 27.61
Black Butte to Odell Lake	C. P. Ry. 187.87
Paola to Klamath Falls	(N-C-O Ry.) 2.31
	(C. P. Ry.) 95.41
Total Main Lines	873.39

Branches

Colusa	S. P. R. R. Harrington to Wyo.	71.66
Dantoni	C. P. Ry. Dantoni Jet to Dantoni	4.46
Fair Oaks	S. P. R. R. Citrus to Fair Oaks	2.14
Fruto	S. P. R. R. Willows to Fruto	17.20
Knights Landing	S. P. R. R. Woodland to West of Cunard	9.71
	S. P. Co. West of Cunard to Grace	1.20
	S. P. R. R. Grace to Binney Junction	26.23
Lake Tahoe	S. P. Co. Truckee to Lake Tahoe	14.73
Oroville	S. P. R. R. Binney Junction to Oroville	25.28
Placerville	S. P. R. R. Sacramento K to N Streets	.25
	S. P. R. R. Sacramento Q Street to Brighton	4.94
	C. P. Ry. At Brighton	.39
	S. P. R. R. Brighton to Placerville	65.87
River Farms	S. P. Co. Knights Landing Jct. to Boyer	14.21
Stirling City	C. P. Ry. Chico to Stirling City	31.22
Sutter Basin	S. P. Co. Grace to Josephine	20.96
	S. P. Co. Marchant to Karnak	2.75
Walnut Grove	C. P. Ry. Sacramento to Ileton	33.23
Lakeview	N-C-O Ry.	56.16
Total Branches		392.57
Total Sacramento Division		1265.96

MAP OF THE SACRAMENTO DIVISION SOUTHERN PACIFIC COMPANY

APRIL 1933

R.R.B.
SCALE IN MILES
10 5 0 10 20 30 40 50

Revised Jan. 1, 1934

